

ATTACHMENT A

Transportation 2035 Public Involvement Correspondence/Responses on Revisions to Draft Transportation 2035 Plan Comments Received Prior to April 8, 2009 Close of Comment Period

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3.	March 23, 2009	Norman Rolfe, Transportation Chair/Jennifer Clary, President	San Francisco Tomorrow
4.	March 27, 2009	Jim Lazarus, Sr. VP	San Francisco Chamber of Commerce
5.	March 30, 2009	Jim Maloney, Maritime Marketing Manager	Port of San Francisco
6.	April 5, 2009	Gerald Cauthen	Individual
7.	April 7, 2009	David Schonbrunn, President	TRANSDEF
8.	April 8, 2009	Carli Paine, Transportation Program Director	TransForm
9.	April 8, 2009	Irvin Dawid/Andy Katz, Co-Chairs	Sierra Club
10.	April 8, 2009	Pierce Macdonald, Planning Manager	City of Belvedere
11.	April 8, 2009	Elderly & Disabled Advisory Committee	Elderly & Disabled Advisory Committee to the Metropolitan Transportation Commission
12.	April 8, 2009	Christina Atienza, Executive Director	West Contra Costa Transportation Advisory Committee
13.	April 8, 2009	M. Williams	RAFT
14.	April 8, 2009	Michael T. Burns, General Manager	Santa Clara Valley Transportation Authority
15.	April 8, 2009	Sonali Bose, CFO/Director of Finance & Information Technology	San Francisco Municipal Transportation Authority
16.	April 9, 2009	Harold Brown, Jr., President	Marin County Board of Supervisors
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17.	March 26, 2009	Norm Picker	Individual
18.	March 26, 2009	Kathryn Hughes	MTC Advisory Council Member
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22.	April 1, 2009	Michael Ludwig	Individual
23.	April 2, 2009	Frederick Schermer	Individual
24.	April 4, 2009	Michael Toschi	Individual
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27.	April 6, 2009	Sherman Lewis	Individual

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28.	April 7, 2009	Robert O. Berkland	Individual
29.	April 7, 2009	David Schonbrunn	TRANSDEF
30.	April 8, 2009	Jason Meggs	Individual
31.	April 8, 2009	Afam Agbodike	Individual
JOINT ADVISOR WORKSHOP CORRESPONDENCE			
32.	April 8, 2009	William Allen	Minority Citizens Advisory Committee Member
33.	April 8, 2009	Myrtle Braxton	Elderly & Disabled Advisory Committee Member
34.	April 8, 2009	Richard Burnett	Elderly & Disabled Advisory Committee Member
35.	April 8, 2009	Woody Hastings	MTC Advisory Council Member
36.	April 8, 2009	Dawn Love	Minority Citizens Advisory Committee Member
37.	April 8, 2009	Xiao-Yun Lu	MTC Advisory Council Member
38.	April 8, 2009	Margaret Okuzumi	MTC Advisory Council Member
39.	April 8, 2009	Craig Yates	Elderly & Disabled Advisory Committee Member
40.	April 8, 2009	Record of oral comments from April 8, 2009 joint meeting of MTC's advisory committees	Advisory Council Elderly & Disabled Advisory Committee Minority Citizens Advisory Committee



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Therese W. McMillan
Deputy Executive Director, Policy

March 25, 2009

Robert S. Allen
223 Donner Avenue
Livermore, CA 94551-4240

Dear Mr. Allen:

Thank you for your letter of March 17, in which you reiterate your support for the creation of a new regional rail district, as well as your advocacy on behalf of a regional bond measure to finance improvements to the Bay Area's passenger and freight rail systems.

Your comments will be included in a comprehensive report on public participation in the Transportation 2035 planning process. This report is scheduled for presentation to MTC's Planning Committee on April 10. The full Commission is now scheduled to adopt a final version of the Transportation 2035 Plan on April 22.

Sincerely,

Doug Kimsey
Planning Director

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223 Donner Avenue
Livermore, CA 94551-4240

17 March 2009

MTC Commissioners & Staff

Per Dennis Cuff in today's Valley Times, funding concerns have delayed your vote on T2035 to April 22. I urge you also to reconsider the role of rail in regional transportation with a 5-county BART-like district of the BART and Caltrain counties (Santa Clara, Alameda, Contra Costa, San Francisco, and San Mateo) having 82% of Bay Area population (nearly six million people) and 83% of Bay Area jobs.

Our legislature formed BART in 1957. With a huge \$792 million bond issue in 1962 (now paid off), BART became a reality. (Factoring for inflation and population in the five counties, an equal bond issue today would be about \$16 billion!)

High speed bullet and frequent one-operator BART trains (and automatic fare collection) in a four or more track fully grade separated and fenced peninsula rail corridor could be partly funded by California High-Speed-Rail bonds; BART ideally would replace local Caltrain runs between San Jose and Millbrae. In-airport rail would connect with SFO at Millbrae and with SJC at Santa Clara. BART really should go around the Bay!

Grade-separating UP's L (Mulford) line and adding electrified high-speed rail would shorten and speed Capitol Corridor's route between San Jose and Oakland. It would also connect with OAK in-airport rail at Coliseum and SJC at Santa Clara.

Grade separating passenger and main freight rail lines would greatly enhance safety, reduce noise (whistles, gongs, etc.), and slash impacts (both road and rail). MU electric and push-mode passenger trains lacking a heavy engine in front to shield passengers are especially vulnerable at grade crossings.

Funding could also help widen freeway medians allowing BART at grade to the Altamont, Brentwood, and Crockett along I-580, Bypass 4, and I-80.

Other projects that should be considered, given available funding and agreements:

- Assured funding for BART to San Jose;
- An SF Oak Street turnback and later extension to the Presidio and Golden Gate Bridge;
- A West Oakland BART bypass via a major intermodal near Magnolia in Oakland;
- A tube (BART or HSR) between SFO and OAK;
- An HSR tube between Port Costa and Benicia;
- BART over the Altamont to Mountain House, Tracy, Banta, Lathrop, and Manteca;
- BART from Brentwood to Stockton;
- BART to the North Bay (Golden Gate Bridge, via Vallejo, or both).

Let the people vote on a bond issue.



Robert S. Allen
(925) 449-1387
BART Director (1974-1988)
Retired, SP Engr/Operations



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March 31, 2009

Mr. Leonard R. McNeil, Mayor
City of San Pablo
One Alvarado Square
13831 San Pablo Avenue
San Pablo, CA 94806

Dear Mayor McNeil:

Thank you for your comments on the Draft Transportation 2035 Plan for the San Francisco Bay Area, and for detailing your reservations about the proposed High-Occupancy/Toll Network.

Your comments will be shared with all the members of the Commission, which is now scheduled to adopt a final version of the Transportation 2035 Plan on April 22. We look forward to working closely with you and your staff in the months to come.

Sincerely,

Scott Haggerty
Chair

Document1



City of San Pablo

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Office of the City Manager

March 17, 2009

Hon. Scott Haggarty, Chairman
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: Comments on HOT Lanes Proposal in *Transportation 2035*

The Draft "Transportation 2035" document includes a proposal to create a Bay Area-wide network of High Occupancy Toll (HOT) lanes, which would be available for solo drivers to use if they pay a toll. We understand that tolls generated would be used to pay for construction as well as for express bus services, rail service enhancements, access and other improvements.

Although this sounds like a good idea, on Interstate 80 in West Contra Costa County HOT lanes would be achieved by converting existing High Occupancy Vehicle (HOV) lanes to combination HOT/HOV lanes. The HOV lanes are currently heavily used, and we are concerned that adding paying solo drivers to the mix will increase travel times for carpools and transit and thus discourage those modes of travel. There is no space along I-80 to simply add another lane to serve as a HOT lane. Furthermore, the I-80 Integrated Corridor Management (ICM) Project is currently underway with a number of elements planned to improve traffic flow on I-80 in West County, and there has been no study yet of how HOT lanes would impact that project.

For the reasons stated above the City of San Pablo is at this time opposed to HOT lanes on I-80.

Thank you for your consideration of our comments.

Sincerely,

Leonard R. McNeil
Mayor

ccs: WCCTAC Board
Christina Atienza, WCCTAC Executive Director
CCTA Board
Hon. Loni Hancock
Hon. Mark DeSaulnier
Hon. Nancy Skinner
Hon. Tom Torlakson
Hon. George Miller
Hon. Ellen Tauscher
Robert McCleary, CCTA
✓ Ashley Nguyen, MTC



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#3

March 24, 2009

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Mr. Norman Rolfe, Transportation Chair
and Ms. Jennifer Clary, President
San Francisco Tomorrow
41 Sutter Street, Suite 1579
San Francisco, CA 94104-4903

Dear Mr. Rolfe and Ms. Clary:

Thank you for your additional comments on the Draft Transportation 2035 Plan. Your observations will be forwarded to the full Commission, which is now scheduled to adopt a final version of the Transportation 2035 Plan next month.

You are correct that MTC's response to your earlier comments did not address every one of the assertions made in your original letter. These omissions, however, should not be interpreted as tacit agreement with your assertions.

The mandates of SB 375 will not apply to the Bay Area's long-range regional transportation plan until the next such plan is crafted in 2013. Nonetheless, the Draft Transportation 2035 Plan very clearly advances our region toward the requirements set forth in SB 375 and in AB 32, reducing CO₂ emissions by 14,000 tons per day. The Draft Plan doubles the size of the Transportation for Livable Communities (TLC) program and quadruples the Regional Bicycle grant program. Compared to existing conditions, the Draft Plan achieves a 16 percent drop in total greenhouse gas emissions.

With regard to committed projects, MTC staff, at the Commission's request, last summer identified a set of capacity-increasing committed projects totaling over \$50 million, and evaluated them against three criteria: (1) What are the project's funding sources?; (2) Where is the project in the development stage?; and (3) How many Transportation 2035 goals did the project strongly support? The analysis found that:

- 82 percent of the committed projects were funded by sales tax, Federal New Starts, Proposition 1B, Traffic Congestion Relief Program, Federal Earmark Appropriations, or "Other Local Funds," while only 18 percent were funded by Other Federal/State funds that MTC has discretionary authority to reconsider;
- 68 percent of the committed projects have advanced into the design, right-of-way, and construction phases, while only 7 percent are still in the early stages of planning and 25 percent are in the environmental review phase; and
- All of the committed projects address at least one Transportation 2035 goal. 61 percent meet four goals, 3 percent meet three goals, 1 percent meet two goals, and 35 percent meet one goal.

Mr. Norman Rolfe and Ms. Jennifer Clary
March 24, 2009
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To determine which committed projects would be subject to further review by the Commission, staff screened for projects that: (1) have 25 percent or more "Other Federal/State Funds," which are moneys the Commission has authority to redirect; (2) are still in the planning or environmental review stage; and (3) meet only one Transportation 2035 goal.

The analysis found only two such projects: the Doyle Drive reconstruction in San Francisco, which is a high-priority safety project for the region; and the U.S. 101/Willow Road interchange modification in San Mateo County, which is a high-priority project included in the county's voter-approved transportation sales tax measure. Because both projects were meritorious and there is long-standing local and regional support to deliver them, there was no compelling reason for the Commission to shift funds from these projects to other uses.

While the Draft Transportation 2035 Plan includes an overall 6 percent increase in the number of lane-miles on Bay Area streets, roads and highways from 2010 through 2035, it also includes an 18 percent increase in transit seat-miles. These increases, however, will be outpaced by the growth in population and employment over the next 25 years.

Again, we appreciate your interest in regional transportation issues and hope that you will continue to share your observations and recommendations with the Commission and with MTC staff.

Sincerely,



Doug Kimsey
Planning Director



San Francisco Tomorrow

Since 1970, Working to Protect the Urban Environment

March 23, 2009

John Goodwin, Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Subject: Draft Regional Transportation Plan - T2035

Dear Mr. Goodwin:

We are in receipt of your letter of February 23 responding to our comments on subject plan.

One of our comments is that the plan fails to comply with SB375 and fails to meet the mandate of AB32. No mention of this is made in your letter. We take the omission of any mention of this comment to be a tacit admission that it is correct. This alone is sufficient reason to disapprove the plan in its present form.

We also note that no mention is made of our comment re the definition of "committed" projects. Once again the failure to address this comment is taken to be a tacit admission that this comment is correct.

You claim that the only a small percentage of the total funds available is spent on freeway expansion (you say roadway, but practically all of it is for freeway expansion). However, even this allegedly small amount will expand freeway capacity, generate more automobile traffic, produce more sprawl, produce more greenhouse gases, and work against increasing transit ridership. The only money spent on highways should be for maintenance and repair of existing streets and roads.

You brag about the large amounts of money being spent on transit. We note that a very large part of this is for the Central Subway in San Francisco and BART to San Jose, two questionable projects that are opposed by people who normally support rail projects and are more knowledgeable about rail projects than most public officials are.

We stand by our recommendation that the plan be sent back to staff to be revised to eliminate the problems we have pointed out.

Sincerely,

Jennifer Clary
President

Norman Rolfe
Transportation Chair

Will you want to live in San Francisco - tomorrow?

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Deputy Executive Director, Policy

April 8, 2009

Mr. Jim Lazarus
San Francisco Chamber of Commerce
235 Montgomery Street, 12th Floor
San Francisco, CA 94104

Dear Mr. Lazarus,

Thank you for your letter commenting on the Transportation 2035 Plan.

We agree with you that goods movement is a critical element of the transportation system, integrally connected to the regional economy and transportation network. In balancing the multiple critical components of our regional transportation system, many elements had to be consolidated with summary level information in the Plan. However, additional goods movement information, including the 2004 Regional Goods Movement Study, and the 2009 Goods Movement Initiatives Update are available on our website:
www.mtc.ca.gov/planning/rgm.

Efficient Freight Travel was identified early on in the Plan development as one of the eight goals of the plan, and was used as one of the elements in evaluating how well projects submitted for the Transportation 2035 Plan fulfill the policy goals. We agree that supporting rail as an efficient, effective way to reduce congestion and emissions associated with goods movement is an important strategy. However, no freight rail upgrades necessary to provide rail access to the Port of San Francisco were submitted for the Plan, so no specific projects were included. We will though, amend the 2009 Goods Movement Initiatives Update to include additional information about the Port of San Francisco and the importance of access to and from the Port of San Francisco.

Your full comments will be forwarded to the Commission. The Commission is scheduled to adopt Transportation 2035 on April 22, 2009.

Sincerely,


Doug Kimsey
Director, Planning

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SAN FRANCISCO
CHAMBER OF COMMERCE *Where smart business starts.*

March 27, 2009

Mr. Steve Heminger
Executive Director
MTC
Attn. Public Information
101 8th. Street
Oakland, CA 94607

RE: Draft Transportation 2035 Plan

Dear Mr. Heminger:

The San Francisco Chamber of Commerce, representing almost 2,000 businesses from throughout the city, is concerned that the Draft Transportation 2035 Plan does not adequately take into consideration the future freight rail needs of West Bay.

In our opinion, the plan, while focused on rail needs of East Bay ports, does not identify needed improvements to insure that future freight rail needs of the Port of San Francisco and Peninsula businesses can be accommodated over the next two decades. This is especially important in light of the planned electrification of CalTrain and the construction of a high speed rail line into downtown San Francisco and the need for continued freight rail access.

Though underutilized by historic standards, the Port of San Francisco's southern waterfront piers are important maritime assets that must remain accessible by freight rail. Whether for break bulk, future container growth or auto off-loading, these piers have to remain connected to the Bay Area's rail network. MTC needs to include rail upgrades necessary to provide this critical freight connection.

We urge MTC to include in its long range planning documents, recognition of the importance of maintaining efficient freight and passenger rail infrastructure up the Peninsula to San Francisco.

Sincerely,

Jim Lazarus
Sr. Vice President



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April 8, 2009

Mr. Jim Maloney
Port of San Francisco
Pier 1
San Francisco, CA 94111

Dear Mr. Maloney,

Thank you for your letter commenting on the Transportation 2035 Plan.

We agree with you that goods movement is a critical element of the transportation system, integrally connected to both the regional economy and regional transportation network. In balancing the multiple critical components of our regional transportation system, many elements had to be consolidated with summary level information in the Plan. However, additional goods movement information, including the 2004 Regional Goods Movement Study and the 2009 Goods Movement Initiatives Update are available on our website: www.mtc.ca.gov/planning/rgm.

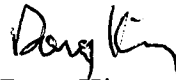
Efficient Freight Travel was identified early on in the Plan development as one of the eight goals of the plan, and was used as one of the elements in evaluating how well projects submitted for the Transportation 2035 Plan fulfill the policy goals. We agree that supporting rail as an efficient, effective way to reduce congestion and emissions associated with goods movement is an important strategy. However, no freight rail upgrades necessary to provide rail access to the Port of San Francisco were submitted for the Plan, so no specific projects were included.

While landside access projects to airports and seaports are included in the plan, it does not typically include those that are being developed and funded by airports or seaports that are on port property, such as pier improvements, dredging, or terminal improvements; these are included in separate airport and seaport plans that are incorporated in to the RTP by reference. However, we will amend the 2009 Goods Movement Initiatives Update to include additional information about the Port of San Francisco and the importance of access to and from the Port, based on the information in your letter.

Page Two
Mr. Jim Maloney
April 8, 2009

Thank you again for your comments and input. Your full comments will be forwarded to the Commission. The Commission is scheduled to adopt Transportation 2035 on April 22, 2009.

Sincerely,



Doug Kimsey
Director, Planning

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March 30, 2009

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eight Street
Oakland, CA 94607-4700
Attn: Public Information

Subject: Public Comment on Draft Transportation 2035 Plan

Dear Mr. Heminger:

The Port of San Francisco has reviewed your Transportation 2035 Plan and appreciates the effort required to develop such a Plan and its thoroughness in describing the Bay Area transportation needs for the coming decades. However, in the important realm of goods movement we believe the Plan falls short.

The Draft Plan speaks about the importance of the goods movement transportation network as it relates to the flow of products not only within the region, but also for the state and nation as a whole. Airports, seaports, rail facilities and highways are all important parts of this overall goods movement infrastructure and together form an intricate web critical to the flow of commerce. The efficient utilization of all these regional assets will not only streamline the flow of goods, but will also relieve congested arteries used for transporting people.

The draft report dedicates only a few pages to moving goods, and most of the focus is on the Port of Oakland. Other Bay Area ports, including the Port of San Francisco, provide important infrastructure for facilitating goods movement and getting trucks off the road. Much of the building materials used in the San Francisco area, including those used to construct transportation improvements such as roadways and commuter rail, arrive via ship. Without the continued maintenance and upgrading of pier facilities, most of these materials would need to be trucked into San Francisco thereby adding to traffic congestion (and cost). In 1998 the Port of San Francisco invested into its Pier 94 facility to provide for the importation of aggregate, which is used in the production of concrete. This facility alone now facilitates the import of over one million tons of aggregate material per year and has eliminated over 45,000 truck trips annually from the east and south bays, assisting in reducing congestion.

Page 2

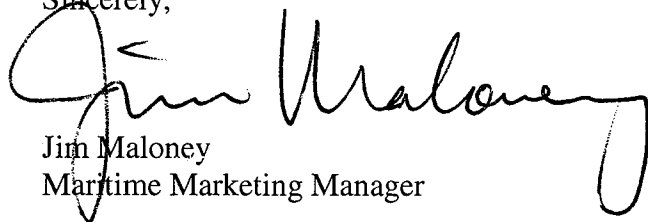
Further, maintaining and improving freight rail access to the ports, including the Port of San Francisco, will facilitate more efficient goods movement and get trucks off congested Bay Area arteries. Rail is the most efficient means for moving large volumes of freight over land, both in terms of cost and environmental impact. One railcar can handle on average the equivalent of four truckloads of freight; one freight train can move the equivalent of 280 truckloads of freight. The Port of San Francisco is in a position to accept cargoes that are now being pushed out of other California ports, which ultimately improves goods movements across the region.

There are other environmental benefits to moving freight by rail. Rail reduces the use of diesel fuel by 88 percent over trucks, meaning freight moving via rail can travel over eight times as far as trucks on the same amount of fuel. Freight rail cuts critical air pollution emissions by up to 90 percent. When considering that over 55,000 trucks transit the City of San Francisco each day with goods, it is easy to imagine how an efficient use of freight rail can reduce both the traffic congestion and air pollution caused by trucks.

The Port of San Francisco's southern waterfront terminals are important maritime assets that must remain accessible by freight rail. Whether for break bulk, future container growth or automobile offloading, these piers must remain connected to the Bay Area's rail network. MTC needs to include rail upgrades necessary to provide this critical freight connection.

We urge MTC to include in the Transportation 2035 Plan recognition of the importance of all Bay Area ports to the region's goods movement flow and of maintaining efficient freight rail infrastructure up the Peninsula corridor to San Francisco.

Sincerely,



Jim Maloney
Maritime Marketing Manager



METROPOLITAN
TRANSPORTATION
COMMISSION

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#6

April 8, 2009

Gerald P. Cauthen
900 Paramount Road
Oakland, CA 94610

Dear Mr. Cauthen:

Thank you for your thoughtful observations about the Draft Transportation 2035 Plan. Your comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on April 22.

We share your view that a combination of public transit improvements, transit-oriented development and roadway pricing can help slow the growth in per capita vehicle-miles traveled. To this end, the Draft Plan moves aggressively in each of these directions. The Draft Plan directs two-thirds of all anticipated revenues over the next 25 years to transit, including 52 percent of all funds to transit maintenance and operations, and 13 percent to transit expansion. This compares to just 3 percent for roadway expansion.

The Draft Plan also pioneers a multi-agency initiative known as FOCUS, through which incentives will be made available to local governments that direct new growth into priority development areas—located near major transit lines in the already urbanized portions of the Bay Area. Dozens of areas already have been designated as PDAs. While these PDAs account for just 3 percent of our region's land area, sponsoring cities and counties have pledged the capacity to absorb 56 percent of the Bay Area's expected growth from 2010 to 2035.

With regard to emissions, the Draft Plan reduces emissions of CO₂ and other greenhouse gases by 14,300 tons per day. Compared to existing conditions, the Draft Plan achieves a 16 percent drop in total greenhouse gas emissions. We appreciate your interest in regional transportation issues and hope that you will continue to share your observations and recommendations with the Commission and with MTC staff.

Sincerely,

Doug Kimsey
Planning Director

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Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
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San Francisco Bay Conservation
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Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
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Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Gerald P. Cauthen & Associates
900 Paramount Road
Oakland CA 94610
April 5, 2009

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission

Subject: Transportation 2035 Plan - Comments

Dear Director Heminger:

It would be electrifying to see MTC act in accordance with the intent of AB 32 and SB 375, the Governor's repeated pronouncements and the new President's announced intentions. By taking advantage of the new opportunity posed by the current fiscal constraints, MTC could put the Bay Area in the position of helping to lead the country toward making the critical transportation adjustments now universally acknowledged as necessary.

To this end it is proposed that you modify Transportation 2035 Plan in the following ways:

- 1.) Eliminate its freeway-expanding elements.
- 2.) Do everything possible to cause virtually all new development to be transit-oriented.
- 3.) Upgrade and expand the Region's bus and rail systems, in a way that responds to long term transportation needs rather than to short term parochial priorities and those with pet projects to sell. *
- 4.) Implement roadway pricing as required to ease traffic congestion and reduce VMT.

Now is no time to be expanding and extending freeways. Certain actions are obviously needed to seismically upgrade existing structures, eliminate specific traffic hazards and refurbish deteriorated roadbeds. However, many of the highway-expanding proposals of the past remain in MTC's program. Absent bold and creative adjustment, these would continue the practice established in the late 1950s of expanding roadways, thereby encouraging sprawl, requiring more roadway expansion, followed by more sprawl and so on.

This ping pong style of planning needs to be replaced with a more thoughtful process, and now is the perfect time to make the switch. The currently "in-vogue" HOT lane program is a case in point. As planned it would increase the auto-carrying capacity of virtually every affected freeway in the Region, which in 2009 is not the way to go. More driving would inevitably subject the Region to more sprawl, more loss of habitat and prime agricultural land, more social disruption, more GHG production, more freeway-caused air and noise pollution, more traffic congestion at the ends of the freeways, slower surface transit vehicles and higher transit costs. Other freeway-expanding projects in the Plan are in generally the same category. All should be deleted, or at least deferred until Northern California land use development is proceeding rationally. Now is not the time to be encouraging more sprawl and more automobile-use in the Bay Area.

It's time to break the cycle of widen...then sprawl...then widen again.

On page ES-8 of the draft EIR Executive Summary, MTC acknowledges that the "Land-use oriented Alternative" and the "Pricing-oriented Alternative" are both "environmentally superior" to the highway-expanding "Proposed Alternative". This is a significant finding that should guide MTC actions. An alleged lack of current authority to implement an environmentally-superior alternative is no reason to cashier it.

Most observers now recognize that the surest way of reducing the Region's excessive reliance on the private automobile and its all too obvious adverse effects would be through a combination of:

- a.) effective public transit improvement,
- b.) pervasive transit-oriented development,

c.) appropriate pricing incentives designed to end or significantly reduce the large subsidies now going to roadway users

Should you have questions or wish to discuss the contents of this letter please do not hesitate to contact me.

Sincerely yours,

Gerald Cauthen

Note: * At the present time, a number of worthwhile transit improvement projects are languishing for the lack of attention and funding while other, less deserving proposals have been given top billing. The need for redress is apparent. You are no doubt as familiar with the problem as I am, but if necessary I'd be glad to provide a list of the projects in each category, together with an explanation of how, with a few adjustments, this region could begin to integrate its transportation systems in a productive way.

ccs



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#7

April 9, 2009

Scott Haggerty, Chair
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Dean J. Chu
Cities of Santa Clara County

Dave Cortese
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State Business, Transportation
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Anny Rein Worth
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Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Mr. David Schonbrunn, President
Transportation Solutions Defense and Education Fund
P.O. Box 151439
San Rafael, CA 94915

Dear Mr. Schonbrunn,


Thank you for your letter of April 7 in response to the proposed revisions to the Draft Transportation 2035 Plan. The issues raised concerning the plan's Environmental Impact Report (EIR) have been fully addressed in the Final EIR. Your letter raises a number of other issues — many of them raised and addressed in prior rounds of correspondence. We will pass along your comments to the full Commission.

Regarding your comments concerning financial constraint and the 2035 Plan, federal and state RTP guidance recognizes that competing demands for funding may create shortfalls for various programs and policies. The guidance requires us to develop an action plan that describes steps that need to be taken to close these projected shortfalls. Hence the Transit Sustainability Analysis that MTC and its partner agencies are proposing. While the projected long-term capital and operating needs and shortfalls are well documented in the RTP and described in your email, near-term strategies are paramount since transit operators are dealing with budget shortfalls, service cuts and fare increases now. The analysis is primarily intended to deal with cost and revenue issues that not only would ameliorate current budget shortfalls, but would also produce longer-term benefits.

Another important item to point out is that the long-term shortfalls shown in the RTP are based on what we know today. As you can appreciate, a lot can change between now and the next 25 years. A recent sensitivity analysis we completed a few weeks ago indicated that if transit operators could contain costs to a CPI growth of 3% and fares to at least match CPI, the 25-year shortfall would shrink from 9% of total projected transit operating revenue to about 2% - clearly a more manageable number. Finding cost efficiencies and revenue enhancements will be key elements of the transit sustainability analysis. In summary, the current RTP transit funding projections represent a status quo that is not entirely sustainable; however, the status quo does not, and cannot, dictate how we operate our transit system in the future — our aim is to change this paradigm with the Transit Sustainability Analysis

We appreciate your general support to pursue the Transit Sustainability Project. As this effort advances, we will work to involve all transportation stakeholders. Thank you again for taking the time to comment.

Sincerely,


Doug Kimsey
Planning Director

Transportation Solutions Defense and Education Fund

P.O. Box 151439 San Rafael, CA 94915 415-460-5260

April 7, 2009
By E-Mail

Scott Haggerty, Chair
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Revised 2009 RTP

Dear Mr. Haggerty:

The Transportation Solutions Defense and Education Fund, TRANSDEF, is an environmental non-profit that has been deeply involved in MTC's Regional Transportation Plans, starting with the 1994 Plan. This letter responds to the April changes proposed for the Transportation 2035 Plan (RTP), and incorporates our March 1 letter on that earlier Plan. We call on MTC to demonstrate leadership in the field of climate change by committing to seek legislative authorization to proceed with the pricing and land use programs studied as sub-alternatives in the RTP EIR. After demonstrating the efficacy of these programs in the EIR, and understanding the risks to the region posed by climate change, we believe that MTC has the moral responsibility to act on that knowledge. However, the revised RTP rejects that responsibility.

The revised Chapter 5 retreats from leadership and instead meekly asks "Is the Bay Area ready for change?" These changes can only be described as getting cold feet, which may be the only thing cold lately, given recent news stories about the impacts of climate change on California and Antarctica. Rather than conclude that "The answer is up to all of us," TRANSDEF urges MTC to boldly assert "Yes we can--and we must!"

TRANSDEF is pleased that MTC chose to revise the RTP to capture the dramatic changes in the funding picture for transit. However, in light of the new figures, we find the revised RTP to be completely unacceptable. We believe adopting a plan with \$8.5 billion in transit operating shortfalls to be entirely irresponsible. We believe that these shortfalls require decisive action by MTC to changing the balance of investments in the fiscally constrained plan. It is clear to us that the region cannot now afford the proposed level of expansion projects. We urge MTC to undertake the swapping of funding as proposed by the *Darensburg* plaintiffs, so that substantial 5307 funds are used for preventive maintenance, backfilled by RTIP, STP, and 5309 (Bus) funds.

In light of VTA's \$3.3 billion operating shortfall and \$2 billion capital replacement shortfall, the proposed BART extension to San Jose and Santa Clara is no longer even arguably defensible. As VTA has not yet adopted the discipline of reality-based transportation planning, MTC must make it clear to that agency that no regional funds will be forthcoming for that project while VTA is cutting transit service.

Finally, TRANSDEF objects to the revised language proposed for Chapter 5 of the Plan as an unsupported and gratuitous attack on our advocacy.

Committed Projects

The revised Chapter 5 text includes a propagandistic attempt to dismiss MTC's critics' objections to the cost-ineffectiveness of committed projects: "Nor, paradoxically, would a radical shift in the plan's spending blueprint appreciably affect the performance outcome. That is why continued clashes among advocates for project A versus project B are so pointless and counterproductive." Not only has MTC not demonstrated this, it explicitly refused to study TRANSDEF's EIR alternative, which was designed to test this very assertion. Clearly, MTC will not allow this issue to be resolved honestly and fairly. This Chapter 5 text is part of a rhetorical counterattack, designed to protect its committed projects from further scrutiny, despite continuous and very extensive public comment calling for just that. (see below.)

The only thing actually proved when MTC claims that "repeated modeling analyses ... have demonstrated the extremely limited impact of capital investment by itself on transportation system performance" is that MTC's project selections do, in fact, have a limited impact on performance. TRANSDEF readily concedes that point, and in fact sued MTC for its failure to increase regional transit ridership a modest 15 percent over 1982 levels, after spending billions of dollars on transit expansion (ridership still has not reached that level). It is intellectually dishonest to generalize from MTC's own project selections to any and all capital investments, especially after having refused to run a side-by-side comparison with a project list designed by TRANSDEF to maximize cost-effectiveness.

Let's be clear what's going on here: MTC sees itself as a political body whose business is cutting political deals to dish out money for projects. Project performance and cost-effectiveness are simply not factors when the deals making up the RTP are cut. That is why this Chapter 5 language is so outrageous: MTC is effectively claiming here that it doesn't matter where its dollars are spent, thereby excusing itself from having any responsibility for the inevitable poor performance of its capital investments. This is brought to the level of nihilism when MTC studies pricing and land use sub-alternatives in the RTP EIR, finds them to be environmentally superior to the proposed RTP, and then decides to ignore them and select the RTP instead. Clearly, MTC sees itself as accountable only to the agencies of the Partnership, and not to the public at large, or to its needs as regards climate change.

In response to TRANSDEF's March 1 RTP comment letter, MTC replied, under your signature, with an extended apology of the committed projects policy. However,

despite two pages of reasons why you believe keeping committed projects in the RTP is a good idea, you failed to respond to our central assertion: the new circumstances and considerations posed by climate change require a top-to-bottom review of committed projects. It is our opinion that these projects are no longer appropriate, due to the increased driving, VMT, and emissions that will result from the highway widenings, and due to the extreme cost-ineffectiveness of the BART extensions. The fact that there was no response to this assertion suggests that MTC has recognized that its position is indefensible, and has switched instead to an *ad hominem* attack.

Fiscal Constraint

We appreciate MTC revising the numbers in the RTP in response to our earlier comments, so as to use the latest cost figures for the largest project in the Plan, VTA's BART extension. Unfortunately, staff made an extremely unwise adjustment to the Plan in response to the project's \$1.5 billion cost increase: a \$2 billion bailout from hypothetical future HOT lane revenues. This just compounds an already out-of-control situation.

We do not believe that VTA's project listings in the RTP are fiscally constrained. A VTA study (attached) filed with the court in our suit against MTC and ACTIA concluded that VTA would have only \$720 million left over for Measure A capital projects after the completion of a BART extension to Milpitas. When we add all VTA projects that are identified in Appendix 1 as having Measure A funding, they total \$9.01 billion YOY.¹ It is virtually certain that the RTP contains more projects than VTA can actually afford.

Another aspect of fiscal constraint that concerns us is the adequacy of transit service levels. The RTP EIR shows an 88% increase in use of transit (p. 2.1-12), but service is increased only 18% (p. 2.1-14). It would appear on its face that the RTP does not make adequate provision for transit service, given the level of ridership projected. We note that we are expressing this concern even prior to the service cuts that are likely to hit the region later this year. We believe the RTP's priorities to be irresponsible, given not only the demands of the fiscal climate, but the demands of the physical climate as well. (See below for a discussion of the Oakland Airport Connector debacle.)

Transit Sustainability

TRANSDEF strongly supports the proposal to analyze the region's transit service as an integrated network--We support this approach, and wish MTC had adopted it decades ago.

We are concerned that "address[ing] duplicative service functions" will ultimately be reduced to BART's shopworn strategy of eliminating AC Transit Transbay service. We

¹ TRANSDEF's attempt to pin down exactly how much VTA Measure A funds would be put into RTP projects was unsuccessful. MTC's response to our Public Records Act request did not include project listings with fund sources. Because of the lack of information, we are unable to extract the exact amounts of Resolution 3434 and TCRP funding that are included in this number.

have been hearing that same-old same-old for years. Now that BART is reaching its Transbay capacity limits, the corridor desperately needs the added capacity of the Transbay buses. To deal with ongoing concerns about the politicization of such a program, we urge MTC to exhibit its highest levels of professionalism in fully documenting the metrics, the methodology, and having a transparent process that takes place out in the open.

We don't have an issue with simplifying fare policies, other than this process would have been much more effective if done before spending hundreds of millions of dollars on Translink.

Over the years, TRANSDEF has recommended the centralization of back-office functions such as Human Resources and Purchasing. Larger properties could provide these functions to smaller properties on a contract basis, achieving multiple economies of scale.

March 1 Comments on the Previous Proposed Final RTP

Committed Projects

MTC's action last week, approving Economic Stimulus federal transit formula money for the Oakland Airport Connector, is a microcosm of everything that is wrong with both MTC and its premier product, the RTP. The Commission demonstrated its contempt for the overwhelming public input it received by showing that all it really cares about is preserving the political deals it has cut in the past.

On the RTP, the Commission completely ignored the hue and cry from both the public and its own Advisory Council on the need to reevaluate its past commitments to projects, in light of new priorities emerging from AB 32 and climate protection. It ignored the perilous state of funding for transit operations caused by the State budget and the economic recession. One is forced to come to the following conclusions:

1. While MTC does an excellent job of recording public input, it is all for show. MTC does not actually consider public input in its deliberations. This can be demonstrated by the near-100% record of the Commission adopting staff recommendations.
2. At the same time, MTC is unwilling to be transparent about the reasons for its decisions. Under federal rules for public participation, MTC needs to document how it considers the input it receives from the public. This means providing reasons for not adopting what was overwhelmingly requested by the public. If the reason is "because we made a deal, and we cannot back out of that deal without harming our ability to make deals in the future" that needs to be stated on the record.
3. Despite severe funding shortages faced by the region's transit operators, the Commission made it clear that its top priority with Economic Stimulus funds was making good on past commitments, no matter how cost-ineffective and poorly conceived. Preventing service cuts and fare increases was clearly a lower priority.

The public's request for the reevaluation of past commitments was a primary message received at the June 14, 2003 Transportation 2030 Summit (*Public Outreach & Involvement Program, Appendix IV, p. 10*):

"We should use performance criteria to judge every transit and roadway project, not just new ones. Poor-performing projects should be dropped even if they are "committed." (84% agreed either somewhat or strongly. emphasis in original.)

"Our traffic and transit problems are getting worse for all communities, and old approaches don't seem to be working. Therefore, we must critically examine all of our policies, programs and projects." (89% agreed either somewhat or strongly.)

And yet, despite that overwhelming consensus, the 2005 RTP that the Commission adopted maintained the ongoing MTC practice of including all past commitments. In the discussion for the 2009 Plan, the Advisory Council adopted a resolution calling for the reevaluation of all committed projects in the light of AB 32, and recommended not adopting the proposed Committed Projects policy. Without even the courtesy of providing a rationale, the Commission ignored these recommendations and voted down an exceedingly modest motion to study past projects. Similarly, despite extensive testimony about the perilous state of transit operator revenues resulting from state budget cuts, the Commission did not even bother to provide a rationale for adopting the staff recommendation to fund the Oakland Airport Connector.

Change in Motion

Familiarity with MTC and a close reading of the RTP lead to these conclusions:

1. The RTP is beautifully produced and extremely well-written. It is inspiring and philosophical. Unfortunately all of that serves as mere window dressing, due to key Commission decisions on committed projects.
2. The decisions on the RTP very clearly express MTC's priorities. While 'Change' is central to the rhetoric of the 2009 RTP ("Change in Motion"), this RTP is about anything but change. The RTP shows that MTC is willing to commit funds it can't yet identify for projects and programs for climate protection. The real money, however--the funds that MTC can identify--are going to committed projects that ignore climate change considerations and financial prudence: for additional highway capacity and cost-ineffective BART extensions. This is the status quo--it has nothing to do with Change.
3. By retaining the status quo as its priority, MTC exhibits a complete indifference to science, which indicates the need for urgent GHG emissions reductions. Motor vehicles are the largest source of GHG emissions in the region, putting great responsibility on MTC to use the tremendous powers granted it to respond to a serious threat to our

society. This RTP both rejects that responsibility and misleads the public into thinking that MTC is 'doing something about climate change.'

4. Change is described as something beyond the RTP: "The Bay Area must take additional bold steps beyond the Transportation 2035 Plan." (RTP, p. 79) If MTC were to live up to the leadership role it claims for itself in its public relations, this RTP would be the Change. (See Recommended Actions, below.)

5. Part of the reason "that surface infrastructure investments will not be sufficient to realize our ambitious goals for the Bay Area" (RTP, p. 79) is that MTC wastes so much money on expensive projects that accomplish little in the way of transportation benefits. The most recent *Statistical Summary of Bay Area Transit Operators* indicated that the region has still not achieved the 15% increase in regional transit ridership over 1982 levels that MTC committed to as TCM 2 back in 1990. Given the 30+% increase in population since then, this is an indictment of MTC's wasteful and/or incompetent project selections. The primary beneficiaries of these projects were their political sponsors. Meanwhile, the public has been left with a mediocre transit system and overcrowded highways. For all the money that was spent, these are dismal results.

6. MTC does not do planning--it is a programming agency. Planning would mean determining regional needs and determining appropriate implementation. Instead, MTC passively awaits sponsors' project submissions. This is why a rail connection from the East Bay to San Jose never advanced during the 1980's--there was no project sponsor with the requisite jurisdiction, and MTC did not see fit to assign the task to an agency.

7. MTC is unwilling to say no to its Partnership agencies. No matter how ridiculous, a submitted project is dutifully placed in the list. MTC has not instructed the Partnership on the need to alter transportation planning so as to reduce VMT and GHGs.

8. MTC's completely uncritical acceptance of projects submitted by sponsors is why the organization is known amongst critics as an MSO, a Metropolitan Stapling Organization. Instead of benign neglect leading to project death by starvation, MTC instead actively promotes the most dreadful politically motivated projects such as the Oakland Airport Connector, the BART extensions and the Central Subway through such efforts as its Resolution 3434 Strategic Plan Update and Economic Stimulus Fund allocation plan. While any reasonably objective analysis would demonstrate the abysmal cost-effectiveness of these projects, MTC is instead actually proud that these projects are being delivered. The dubious legality of a recent Strategic Plan decision to transfer funding to a BART extension will soon be reviewed by a Court.

9. The Performance Assessments should have been a critical part of the RTP process, but as it turned out, they were a joke. "No projects were excluded from the RTP Project or fiscally unconstrained element as a result of the Performance Assessment process." (1/30/09 Response to our Public Records Act request.) The weighting of the various benefits needed to have been less auto-centric, for the results to be at all useful. However, the CMAs actively subverted the process by withholding projects from MTC scrutiny and thereby blocking MTC discretion. Agencies should be sanctioned for not playing by the rules.

HOT Lanes

TRANSDEF is troubled by the proposed HOT lanes network. We believe it represents a giant step backwards for a Bay Area transition to much higher transit use:

1. HOT lanes would eliminate the travel time advantage that transit in a dedicated right-of-way has over the single-occupant vehicle, thereby changing forever the fundamental relationship between driving alone and taking transit. Then the only difference is price. Transit's inherent inconvenience, as compared to the single-occupant mode, will weigh much more heavily in mode choices.
2. Worse yet, there is only so much HOV capacity that can be sold. HOT lanes create unreasonable expectations that single-occupant driving remains a realistic mode of travel. This is exactly opposite to the JPC's Climate Protection Plan, which sets "Reducing Driving" as a major strategy.
3. HOT lanes are built for the solo driver. They are a distraction from building a regional transit network, which is the work we face in an era of climate change.
4. By making driving easier, HOT lanes will result in more driving and thus more GHG. This is tremendously irresponsible in an era of climate change. Due to the lack of sophistication of MTC's travel demand model, the performance assessments for the 2009 RTP showed some highway projects resulting in lowered VMT and GHG emissions. TRANSDEF is certain that these results are merely artifacts of the failure to feed back land use inputs back into the modelling, and that all highway projects will increase VMT and GHG emissions.
5. HOT lanes are not easily understood by the public.
6. It will take decades for HOT lanes to be built. This fails to meet the time scale of climate change--emissions reductions are needed now, not twenty years from now.
7. TRANSDEF believes the HOT lanes proposal turns the decades of HOV construction into a bait-and-switch, in which the public was told that these lanes were built for their air quality benefits. By putting single-occupant vehicles into HOV lanes, MTC would be violating the Clean Air Act prohibition on building mixed-flow lanes in non-attainment regions. Because of the special legal status of HOV lanes, changing them to HOT would require more than a mere RTP EIR. The proposal will need proper NEPA and air quality conformity determinations (the proposed final conformity determination did not address this issue).

TRANSDEF believes that the National Surface Transportation Policy and Revenue Study Commission got it right: the U.S. needs on-road pricing in metropolitan areas. We would like to see MTC lead the way, by educating the public on the need to price highways (especially during congested periods) to encourage more carpooling and transit, which will reduce GHG emissions. We believe this message is much more understandable than HOT lanes, and would produce emissions reductions in the short term, when they are desperately needed. The public knows it needs to do something to reduce emissions. Leadership by responsible agencies will result in letting the public know that driving is one of the biggest problem areas, resulting in changed behavior.

Lastly, the RTP asserts that Highway expansion makes up 3% of the total RTP. (p. 35) A PhD working for TRANSDEF calculated that highway expansion projects made up 8.1% of the RTP. After back-and-forth e-mails with staff, it appears clear that this 3% number excludes committed projects. If this assertion is confirmed (staff has not yet replied to our request for the project list used in calculating the 3% number), that would mean that MTC had intentionally hid the committed highway projects. Like Watergate, a cover-up demonstrates intent to hide something deemed unfavorable.

Due Diligence

In TRANSDEF's comments on the Conformity Analysis and in our Public Records Act request, we sought to find out what kind of due diligence MTC has performed on the very substantial project costs of the proposed BART extension to San Jose. We were alarmed to find out that staff merely accepted at face value the figure submitted to MTC by VTA. At \$6.1 billion, this project makes up more than half the dollar amount of the TIP Amendment. None of the documents we saw demonstrated that MTC had independently undertaken any kind of review of VTA's numbers.

This is especially troubling, given how we have consistently informed MTC staff that, as a result of another Public Records Act request, we were aware that VTA was reviewing 65% design estimate costs last summer. Meanwhile, MTC was using VTA's 2005 costs in the fiscally constrained plan. Now that VTA has publicly announced that its new 2008 cost estimate is \$6 billion unescalated, we insist that MTC bring the latest numbers into the RTP, along with VTA's reduced sales tax revenue projections. MTC has received plenty of notice from us that VTA was going to try to slip into the fiscally constrained plan with old cost numbers and sales tax revenues. If MTC expects its federal partners to accept the assertion of fiscal constraint, it will need to revise its current draft RTP numbers, or reduce the scope of the proposed project.

Recommended Actions

TRANSDEF recommends that MTC adopt the TRANSDEF Smart Growth Alternative that was studied in the EIR for the 2005 RTP. That Alternative had no highway expansion in it, which created motivation for drivers to shift to transit modes. In addition, it contained cost-effective commuter rail and rapid bus expansion projects, along with expanded transit service. It had High-Speed Rail entering the Bay Area over the Altamont Pass, and going down to San Jose along the alignment that had been purchased for a BART extension, thereby eliminating the cost of the San Jose and Warm Springs BART extensions. Both pricing and land use contributed greatly to enhancing the mode shift to transit, and resulted in reasonable performance at a significantly lower cost than the adopted RTP, thereby leaving more funds available for maintenance. By ending the building of highways, the Alternative puts a stop to the phenomenon of induced demand, resulting in lower VMT.

If, as expected, MTC is not willing to adopt a true emissions reduction alternative such as the TRANSDEF Smart Growth Alternative, the next best thing would be to adopt the land use and pricing variants of the Heavy Maintenance/Climate Protection Emphasis,

along with the RTP's proposed project list. This would mean that MTC commits to moving towards implementing pricing and land use measures, starting with seeking the necessary authority from the Legislature and Congress. Such a commitment would allow MTC to develop appropriate measures after appropriate rounds of public outreach and analysis. The implementation of these measures would result in performance equivalent to the effect each of these variants produced in the EIR.

Conclusion

After 16 years of involvement with MTC, TRANSDEF has absolutely no illusions that these comments will have an effect on the adopted RTP. However, we felt it was important that there be a record made for the public of MTC's irresponsibility as the body of government that had the ability to act at the time that the climate crisis became deadly serious, but didn't. As always, we would be pleased to work with MTC to help it become a force for change for the better. But we're not holding our breath....

Sincerely,

/s/ DAVID SCHONBRUNN

David Schonbrunn,
President

Attachment: AECOM Study for VTA

cc: Jerry Brown, Attorney General
Administrator, FTA
Leslie Rogers, Regional Administrator, FTA Region 9
Administrator, FHWA
California Division Administrator, FHWA

AECOM

EXHIBIT B

3101 Wilson Boulevard, Suite 400, Arlington, Virginia 22201, USA
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Technical Memorandum

Date: March 6, 2009
To: Carolyn Gonot, VTA
From: Nathan Macek, AECOM Consult
Subject: VTA Measure A Program Financial Analysis Findings:
SVRT to Milpitas without Federal New Starts funding

This technical memorandum summarizes the application of the financial analysis model developed by AECOM Consult to examine an alternative project implementation and funding scenario for the Santa Clara Valley Transportation Authority (VTA) Measure A Program. The scenario is defined as the BART extension to Milpitas without Federal New Starts funding. It is a one-station extension.

The financial analysis demonstrates that VTA is projected to have the financial capacity to construct and operate a BART extension to Milpitas by 2018 without Federal funding support from the Section 5309 New Starts transit capital grant program.

ASSUMPTIONS

This analysis applies the following recently-updated data:

- The SVRT 65-percent design cost estimate
- A revised economic projection produced February 23, 2009 by Moody's Economy.com, which contains revised inflation rates, interest rates, and sales tax revenues projections
- The updated VTA Capital Improvement Program, as approved by the VTA Board in January 2009 and published in the agency's latest Short-Range Transit Plan (S RTP)

In addition, the Measure A program (including the SVRT project) is sized only to fund budgeted near-term capital expenditures (FY10 and FY11) and the following projects beyond FY11 (with total expenditures through project completion provided in year-of-expenditure (inflated) dollars):

- SVRT to Milpitas (\$2,650.0 million through FY19)
- BRT in the Downtown-East Valley Santa Clara-Alum Rock corridor (\$137.4 million through FY13)
- Caltrain South County (\$43.2 million through FY12)
- Caltrain Electrification (\$20.8 million through FY14)

The revised forecast reflects grant funding for these projects from other (non-Measure A) funding sources as appropriate. No other Measure A projects are explicitly funded in this scenario.

Since Federal New Starts grant funding is not assumed, this scenario **does not** apply sales tax revenue from Measure B, a ½-cent countywide sales tax fully dedicated to BART O&M and capital reserve contributions. Receipt of Measure B funds is conditioned upon receipt of a Full-Funding Grant Agreement from the Federal Transit Administration for the SVRT project.

This funding scenario applies the Base forecast of ancillary revenue. The revenue sources applied in the Base ancillary revenue forecast are summarized in Table 1.

Table 1. Revenues Applied in Ancillary Revenue Forecast

Revenue Source	Base Forecast
Joint Development	
VTA Light Rail Stations & Other Existing Properties	✓
Mitchell Block	✓
BART Stations*	Not Included
BART Station Parking Revenue*	✓
Automated Fare Collection Improved Fare Revenue	✓
Prop 1B State & Local Partnership Revenue	✓
North First Street Benefit Assessment District Revenue	Not Included

* Revenues applied only from BART stations assumed to be constructed in each alternative

In addition, this scenario tests the maximum permissible expenditure annually on capital and operating expenditures for out-year projects. These expenditures aim to fund additional projects on a cash (non-financed) basis once minimum fund balances have been exceeded. The projects funded by these expenditures are undefined or "to be determined" (TBD) in this analysis and could be spent on elements of Measure A not explicitly funded in this scenario, or other projects as defined and approved by the VTA Board over time. The amount and timing of out-year project expenditures are summarized in Table 2.

Table 2. Summary of Out-Year Capital Expenditures on "Other Projects TBD"

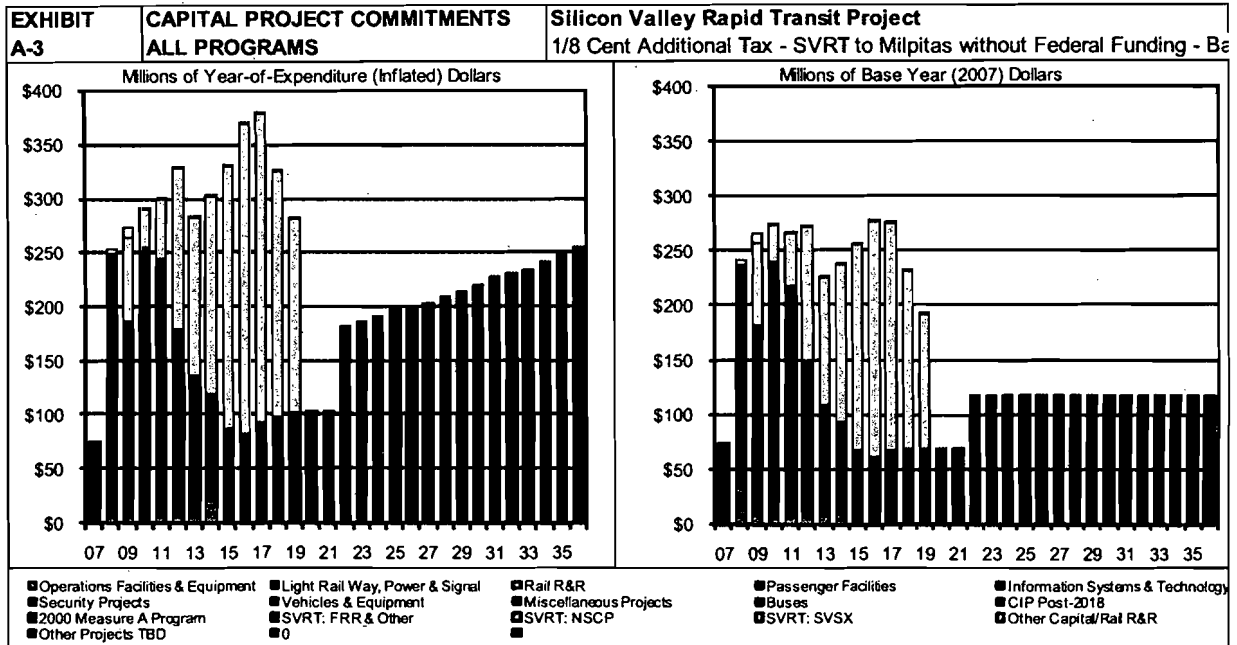
Funding Scenario	Out-Year Capital and Operating Expenditures			
	First Year Applied	# of Years Applied	Annual Amt. (2007 \$ Mil.)	Total Amount (2007 \$ Mil.)
Without New Starts Funding				
SVRT to Milpitas	2022	15	\$48	\$720

This amount represents the direct funding for capital and operations of other projects to be determined that VTA is projected to have the financial capacity to support with Measure A sales tax revenue. This amount could be leveraged through state and/or federal capital and/or operating grants. Applied to further extensions of SVRT project, it could be leveraged by a federal New Starts grant, which would enable Measure B's 1/8-cent sales tax revenue to fund SVRT operations.

FINDINGS

The underlying assumptions and findings for this scenario are presented below.

- **Capital Project Commitments:** A bar chart summarizes annual capital expenditures in base-year (2007) and year-of-expenditure (inflated) dollars. Note the smoothed cash flow of the locally-funded phase of SVRT capital expenditures, which maintains an even level of annual investment in the project following completion of the segment to Milpitas.
- **Duration of Capital Expenditures:** A Gantt chart summarizes the annual expenditure and scheduled duration of expenditures for Measure A capital projects in base-year (2007) and year-of-expenditure (inflated) dollars.



2000 MEASURE A PROGRAM: DURATION OF CAPITAL EXPENDITURES BY PROJECT

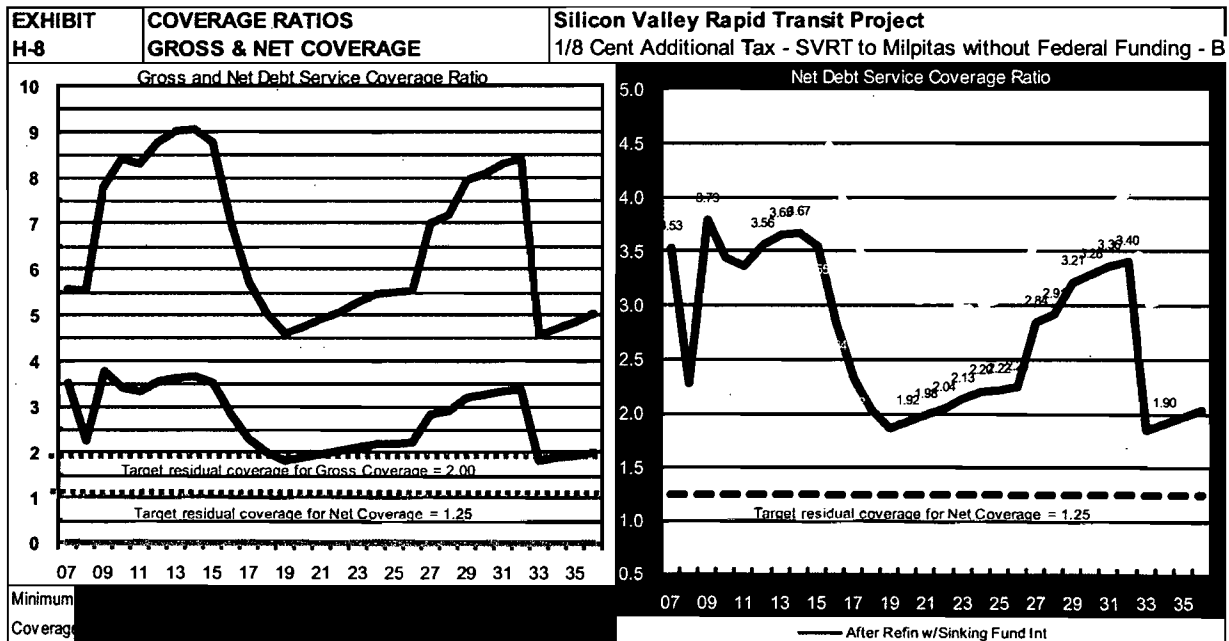
Scenario: 1/8 Cent Additional Tax - SVRT to Milpitas without Federal Funding - Base Revenue Forecast

In Fiscal Years	Capital Cost																																						Total Years
	2007\$	YOE\$	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36							
Project Duration																																							
SVRTP (SVRT Project Alternative) to Milpitas	\$ 1,339.3	\$ 1,748,899																															11						
SVRT to Milpitas without New Starts Funding	\$ -	\$ -																																					
0	\$ -	\$ -																																					
Non-SVX Costs (FRR, NNY, MBP, pre-NEPA)	\$ 850.5	\$ 901,130																															8						
DTEV - LRT To Escondido	\$ -	\$ -																																					
DTEV - SCAR Enhanced Bus Only	\$ 119.5	\$ 137,406																															4						
DTEV - CELR Escondido to Nerman	\$ -	\$ -																																					
Caltrain Service Upgrades - Phase I	\$ -	\$ -																																					
Caltrain Service Upgrades - Phase II	\$ -	\$ -																																					
Caltrain South Terminal	\$ 11.0	\$ 11,600																															1						
Caltrain South County	\$ 38.7	\$ 43,195																															3						
Caltrain Electrification	\$ 16.8	\$ 20,800																															5						
Caltrain Improvements/Electrification: SF to Tamien	\$ -	\$ -																																					
BART Warm Springs Extension	\$ 14.7	\$ 16,000																															2						
Dumbarton Rail	\$ 0.2	\$ 0,250																															1						
ACE Upgrade Phase I	\$ -	\$ -																																					
ACE Upgrade Phase II	\$ -	\$ -																																					
ACE Santa Clara Station	\$ -	\$ -																																					
New Rail Corridors Study	\$ 1.1	\$ 1,200																															2						
LRT Extension to Vasona Junction	\$ -	\$ -																																					
BRT: Line 22, Monterey, Stevens Creek, & SV/Cupertino	\$ 9.9	\$ 10,600																															2						
BRT Articulated Buses (40)	\$ 40.7	\$ 43,150																															2						
Mineta San Jose Airport People Mover - Near-Term Planning	\$ -	\$ -																																					
Mineta San Jose Airport People Mover - Construction	\$ -	\$ -																																					
Airport Rubber-Tire Connector	\$ -	\$ -																																					
Palo Alto Intermodal Center - Near-Term Planning	\$ -	\$ -																																					
Palo Alto Intermodal Center - Construction	\$ -	\$ -																																					
Highway 17 Bus Service Improvements	\$ 2.4	\$ 2,500																															1						
Zero Emission Buses (ZEBs and Facilities) 2010-2020	\$ -	\$ -																																					
Zero Emission Buses (ZEBs and Facilities) 2025-2035	\$ -	\$ -																																					
ZEB Demonstration Program	\$ -	\$ -																																					
Caltrain Safety Improvements	\$ 22.9	\$ 24,838																															2						
Other Measure A Projects TBD	\$ 720.0	\$ 1,312,303																															15						
LRT Systems Improvements	\$ 4.6	\$ 5,000																															2						
STP Swap Projects	\$ 17.5	\$ 19,054																															2						
FY07, FY08 & FY09 Expenditures	\$ 46.4	\$ 47,535																															3						
70 Low-Floor LRVS	\$ -	\$ -																																					
TOTAL	\$ 3,256.0	\$ 4,345.5																																					

- **Debt Service Coverage Ratios:** A line graph summarizes the agency's net and gross debt service coverage ratios for all debt issues against all dedicated revenue sources. The coverage ratio is defined as the ratio of current year dedicated revenues and interest earned on debt service reserve funds divided by current year debt service payments. Simply stated, it is the minimum acceptable value in each year across the 30-year analysis period of the ratio of projected dedicated revenues divided by projected debt service. This is a conventional measure of financial feasibility. Higher values are better. The financial analysis assumed that revenues used to repay debt issued for implementation of the Measure A program were derived from dedicated funding sources. Under this financing structure, the following standards were observed:

- **Gross Coverage:** Minimum debt service gross coverage ratio before operating subsidy needs: 1.3 for Measure A sales tax bonds and 3.0 for VTA 1976 ½-cent sales tax bonds
- **Net Coverage:** Minimum debt service gross coverage ratio after operating subsidy needs for all measures: 1.25.

To evaluate this scenario, we have presented the VTA agencywide gross and net debt service coverage ratios, which summarize the agency's solvency across all debt issues and dedicated revenue sources.



This analysis demonstrates that VTA is projected to have the financial capacity to construct and operate a BART extension to Milpitas by 2018 without Federal funding support from the Section 5309 New Starts transit capital grant program. In addition, Measure A is projected to provide \$720 million (in base year (2007) dollars) in funding for other undefined projects from 2022 through 2036.



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#8

April 9, 2009

Scott Haggerty, Chair
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Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

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San Francisco Mayor's Appointee

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Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Ms. Carli Paine
Transportation Program Director
TransForm
405 14th Street, Suite 605
Oakland, CA 94612

Dear Ms. Paine,

Thank you for your letter of April 8 in response to the proposed revisions to the Draft Transportation 2035 Plan. You raise three points.

First, you question backfilling VTA's Measure A funding shortfall with anticipated HOT revenue. MTC respectfully disagrees. While the proposed HOT Network implementation schedule is very aggressive, we believe it is doable. Keep in mind that about half of the proposed 800 mile network is conversion of existing HOV lanes — these conversions don't require any additional right of way and can be made operational in a relatively short time frame. Some 60 percent of the remaining 400 miles are gap closures, and should require little or no right of way and thus can also be implemented fairly quickly. The remaining lanes are extensions that will require new construction and therefore will take somewhat longer to complete. However, most of these facilities extend the network outward, don't have severe congestion, are not high-revenue generators and are therefore lower priority. One thing we can guarantee is that the revenue and cost estimates will change over time; these are very much planning-level estimates that will need further refinement.

MTC staff has developed legislative principles for a regional HOT Network that provide the basis for AB 744 (Torrico); staff is requesting that the Commission adopt these principles this month. One key principle is the use of net revenues generated by tolls. Specifically, staff is recommending that net revenues be spent on projects that reduce vehicle emissions and provide cost-effective transit options.

The proposed legislative principles also provide for revenues generated in a corridor to mostly remain with that corridor. Santa Clara County's portion of the HOT Network is quite extensive; more than a third of the total lane-miles, accounting for over \$2 billion in net toll revenues are generated from that county's corridors. While the proposed legislative principles grant responsibility for assigning corridor net revenues to corridor working groups made up of CMAs, BATA, Caltrans and CHP, MTC staff finds the Santa Clara VTA's request to direct \$2 billion in net toll revenues towards the Measure A Transit Program to be reasonable in the context of a 25-year plan.


Ms. Carli Paine
April 9, 2009
Page 2 of 2

Secondly, MTC staff appreciates Transform's support to pursue a Regional Transit Sustainability Project aimed at addressing transit efficiency, financing and funding issues (particularly transit operating shortfalls). We certainly agree that the Bay Area must work even more aggressively on the legislative advocacy front to focus attention on the need for long-term, sustainable funding for transit operations. As this project advances, we intend to evaluate travel markets, cost-effective service options, fare structures and associated equity impacts as you suggested, and we agree that this effort must involve the input of all transportation stakeholders.

Finally, we appreciate your general support on the revisions to *Chapter 5: Building Momentum for Change*, and note your suggestions to include even more explicit language that details the pursuit of pricing and transit. We would like to point out that the Transportation 2035 Plan presents a full description of the key lessons learned from all the performance assessment work — reiterating the powers of pricing and land use — in addition to infrastructure investments, in meeting the plan's performance objectives. The Plan therefore appropriately sets the context, foundation and impetus for our region to forge ahead in further pursuing road pricing and focused growth efforts, particularly as we move forward with the implementation of SB 375 and AB 32.

Thank you again for your ongoing contributions to this effort.

Sincerely,


Doug Kimsey
Planning Director

April 8, 2009

Dear Chair Haggerty and members of the Metropolitan Transportation Commission,

On behalf of TransForm, thank you for the opportunity to comment on the March 2009 revisions to the 2009 Regional Transportation Plan (RTP).

This letter addresses three of the March revisions to the 2009 RTP:

1. Backfilling VTA's Measure A shortfall with anticipated HOT revenue
2. Transit Sustainability Study
3. Revisions to RTP Chapter 5, "Building Momentum for Change"

1. Backfilling VTA's Measure A Shortfall with Anticipated HOT Revenue: Cost increases and delay of initiation of the BART to Silicon Valley project, and the diminished projections of Santa Clara County transportation sales tax revenue have created a \$2 billion shortfall for VTA's Measure A program over the life of the 2009 RTP. MTC staff's proposal is to backfill this gap by committing \$2 billion in future anticipated HOT revenue to VTA. This action is not ripe for inclusion in the RTP.

MTC is currently conducting a process with the Congestion Management Agencies and other stakeholders to develop agreement on governance, operations, and other issues associated with the proposed high-occupancy toll (HOT) lane network. One of the key decisions that will come out of this process is an agreement on how the region will divide up and prioritize the future HOT revenue. Committing anticipated revenue now, before arriving at an overall agreement about how future revenue will be distributed and prioritized undermines MTC's stakeholder process.

\$2 billion in anticipated future HOT revenue represents at least one-third of all HOT revenue over the 25-year life of this RTP. The draft RTP estimates that the net revenue from the regional HOT network will be about \$6.1 billion by 2035. But, data that TRANSDEF acquired through a Freedom of Information Act request from MTC indicates that MTC's estimates of the net revenue from the HOT network are highly unrealistic. First, MTC assumes that the entire network will be completed by 2015, when most of the lanes that comprise the proposed network have not yet been designed, engineered, or approved, and the few that have made some progress will not be open until 2010-2013. If it does take more than six years to design, engineer, and construct the entire HOT network, which TransForm believes it will, the network's total revenue will be lower than the RTP's estimates as the result of increased construction costs and reduction in generated revenue. These problematic underlying assumptions lead us to conclude that MTC is unlikely to net \$6.1 billion from the proposed network. Committing \$2 billion to VTA means that MTC would be dedicating at least one-third of the total revenue that the HOT lanes will generate to a single county, which is not fair.

This decision is not ripe. Please reject MTC's proposal to commit one-third of all HOT revenue as part of the RTP. Instead, the RTP should indicate that VTA's Measure A program is moving forward with a funding gap.

2. Transit Sustainability Study: Declines in transportation sales tax revenue have compounded with the state's decision to zero out the State Transit Assistance (STA) program for the next five years. Transit agencies around the region and state are scrambling to address looming funding gaps.

The first thing MTC must do is advocate for stable long-term funding for public transportation. Senate Pro Tem Darrell Steinberg has committed to initiating a working group to address long-term sustainable funding for public transportation. MTC should advocate for Bay Area legislators, other MPOs, and cities and counties to participate in support of this goal. Expanding the funding pie is critical to ensuring the viability of our transit agencies.

Efficiency gains are another key component. TransForm's RTP platform called for efficiency studies and plans similar to Muni's and VTA's for the Bay Area's largest transit agencies. And, although TransForm envisioned efficiency studies for individual agencies in our request, we believe that the region has much to gain from a study of transit efficiency that looks at all operators together.

The "Transit Sustainability Study" outlined at the March MTC meeting offers the region an opportunity to pursue a more cost effective system with better service in highly used transit corridors and more seamless travel.

But, along with the great potential for achieving better service and an improved transit network comes dangers if this study is not done well. This study must address potential impacts that reduced services and potential fare increases have on those who rely most on transit: youth, older adults, people with physical disabilities, and low-income households. The study must keep in mind that the 2009 RTP was predicated on an assumption that we need more people, not fewer, to travel by transit. The Transit Sustainability Study will not be successful if it ignores this goal. Transit fares will be part of the scope of the study, but MTC should not make the mistake of assuming that ridership is inelastic—any fare increases that the study evaluates should investigate the impact on ridership.

Please commit to making sure that the Transit Sustainability Study supports regional environmental goals by promoting increased ridership. Ensure that it supports equity goals by expanding services that are most in demand and not leaving vulnerable populations stranded without access. And, we ask you to ensure that the study process upholds MTC's commitment to accountability by involving stakeholders in advisory and review committees and through other outreach efforts.

3. Revisions to RTP Chapter 5, "Building Momentum for Change": TransForm is pleased that MTC included additional language calling for funding to support focused growth and to pursue transportation pricing strategies in the revisions to the RTP's Chapter 5, "Building Momentum for Change." However, the new language did not go far enough to clearly articulate how critically important it is for MTC to identify additional funds to support focused growth and to pursue transportation pricing. MTC's own models showed that while different investment scenarios don't significantly change the total vehicle miles travelled or greenhouse gas emissions reduced, they did show that investments in transit coupled with walkable neighborhoods around the transit investments, and with transportation pricing strategies made a huge difference in moving the region towards its goals.

MTC should capture this lesson in “Building Momentum for Change.” This is the chapter that has the potential to serve as the basis of MTC advocacy. To do this well, these lessons must be clearly outlined, along with statements about what the region needs if we’re going to do better.

Lessons from this RTP shed valuable light on what it will take for the Bay Area and for other regions to successfully prepare Sustainable Community Strategies as called for by SB 375. For this reason, it is highly important for MTC’s RTP to share the findings from RTP in which MTC adopted ambitious targets for VMT and greenhouse gas emission reductions and tried to achieve them through strategic investments.

TransForm requests that you strengthen language in this chapter by framing the RTP in terms of lessons that will inform the region’s approach to develop and adopt a Sustainable Community Strategy as part of the 2013 RTP update. This should include information about how the Bay Area is taking seriously the need to focus growth and to combat global warming. It should also highlight the needs that local governments face as they try to make good on their commitments to be partners in the FOCUS effort. It should also discuss the level of funding that it would take to meet the needs to engage communities in planning efforts, to support affordable housing in areas where land prices and rents will escalate quickly, and to ensure that neighborhoods around transit are zoned to support focused growth.

TransForm also requests that this section articulate a vision for transportation pricing that includes pricing strategies that disincentivize driving alone hand in hand with those that incentivize choosing other modes. The chapter should mention that to make these a reality, MTC needs legal authority to pursue transportation pricing such as congestion pricing, vehicle registration fees, new bridge tolls, etc. and a commitment to directing the revenue generated to providing new and expanded transportation alternatives.

Finally, the revisions to “Building Momentum for Change” include unfortunate language that indicates that MTC offers no room for dissent or discussion about the merits of individual projects. The region is facing definitive trade-offs as limited funding and increased project costs translate into the need to choose to pursue and prioritize some projects and delay or deprioritize others, even if they were once included in a voter-approved measure. Especially when we are talking about public funds, MTC has a responsibility to take these decisions seriously, including engaging concerns about the merits of a project. TransForm requests that you remove all language from this chapter that indicates that advocates should desist from voicing opposition to any project.

Thank you for your consideration of these comments.
Sincerely,



Carli Paine
Transportation Program Director



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#9

April 8, 2009

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

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Cities of Alameda County

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San Francisco Bay Conservation
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Jake Mackenzie
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San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
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James P. Sperling
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Anny Rein Worth
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Steve Heminger
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Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Irvin Dawid and Andy Katz, Co-Chairs
Sierra Club Bay Area Transportation Committee
753 Alma Street, Apt. 126
Palo Alto, CA 94301-2403

Dear Mr. Dawid and Mr. Katz:

Thank you for your thoughtful comments about the *Draft Transportation 2035 Plan*, and for sharing your concerns about the proposed Regional HOT Network in particular. We share your preference that development of the HOT Network focus on conversion of existing HOV lanes. One of principles guiding this initiative is to rely, to the greatest extent possible, upon existing highway right of way and to minimize the environmental impact. Another is to provide an efficient, effective and seamless system for customers. This will require closing some of the gaps in the existing HOV lane system as well as extending carpool lanes in select corridors.

HOV lane corridors which already have three-person minimum occupancy can be expected to retain this requirement following the conversion to HOT lanes. In other areas, occupancy thresholds will be determined on a corridor-by-corridor basis. With regard to travel speeds for buses, operational plans for the Regional HOT Network call for setting tolls high enough to maintain speeds of 55 m.p.h. or more at all times.

Finally, we agree that financing transit operations in the HOT lane corridors is a priority for HOT Network revenue investment. So too, are the buildout of the Network, and the maintenance and operation of these lanes. Another of the principles guiding development and implementation of the HOT Network is to provide benefits — including expanded travel options and support for non-highway options — to travelers in each corridor commensurate with the revenues collected in that corridor.

Your comments on the Draft Transportation 2035 Plan and the proposed Regional HOT Network will be shared with the full Commission, which is scheduled to adopt a final version of the plan on April 22. We appreciate your interest in regional transportation issues and hope you will continue to share your recommendations.

Sincerely,

Doug Kimsey
Planning Director

J:\PROJECT\2009 RTP\Correspondence\T-2035 Response Sierra Club 4-09.doc



April 8, 2009

Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

RE: Transportation 2035 comments – High Occupancy Toll lane (HOT)
plan
via E-mail to info@mtc.ca.gov

Dear Chairman Haggerty, Vice-chairwoman Tissier, and Commissioners:

The Sierra Club has many serious concerns about HOT lanes in general, and the MTC plan in particular. The idea of ‘buying into the carpool lane’ is a concept that inherently strikes a negative cord with many of our members. However, many members do feel that if tolls paid by drivers of both single and double-occupancy vehicles (SOVs) can benefit transit sustainability, the trade off may be acceptable.

All members, however, agree that building additional lanes is categorically unacceptable. All HOT lanes must come from existing lanes, be they HOV lanes or mixed-flow lanes.

In addition, members want assurances that the SOVs won’t imperil buses using existing HOV lanes. Restricting free passage on the HOT lane to 3+ carpoolers would clearly help in this regard.

While the transit benefit associated with HOT lanes is attractive to many of our members, it is vital that these revenues contribute toward meeting and sustaining daily operating costs of transit agencies as a priority over providing revenue for long-term capital projects.

We see the toll paid by the SOV driver similarly to the fare paid by the bus patron – a fee for service that helps to pay for fuel, labor, maintenance, etc. of the transit system. As you know, due to the elimination of State Transit Assistance funds in the Public Transportation for the current year and the next five years¹, transit agencies will inevitably be reducing service and

¹ TransForm: <http://www.transformca.org/campaign/state-budget>

raising fares. Any additional revenues to replace these lost funds will be helpful.

In summary, the Sierra Club recommends:

- HOT lanes are converted from existing lanes only.
- Carpools that do not pay to use the HOT lanes be limited to 3+.
- Assurances are given that buses will not be subject to lower speeds due to the additional vehicles in the HOT lane.
- Public transit should receive no less than 50% of HOT lane revenue.
- All transit revenue is directed toward operations, rather than capital purposes.

Sincerely,

Irvin Dawid, co-chair
Andy Katz, co-chair

CC: Charles Schaefer, Chair, Loma Prieta Chapter
Jay Halcomb, Chair, Redwood Chapter
Norman LaForce, Chair, SF Bay Chapter
Patricia Young, Chair, California/Nevada Regional Conservation
Committee



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#10

April 9, 2009

Scott Haggerty, Chair
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San Mateo County

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U.S. Department of Housing
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Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Pierce Macdonald, Planning Manager
City of Belvedere
450 San Rafael Avenue
Belvedere, CA 94920

Dear Mr. Macdonald:

Thank you for your observations about the Draft Transportation 2035 Plan. Your comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on April 22.

The Draft Plan provides robust support for public transit, directing two-thirds of all anticipated revenues over the next 25 years to transit. This includes 52 percent of all funds to transit maintenance and operations and 13 percent to transit expansion, as well as funding for transit efficiency improvements. The Draft Plan also very clearly advances our region toward the requirements set forth in AB 32, reducing CO₂ emissions by 14,000 tons per day, and reducing emissions of all greenhouse gases by 14,300 tons per day. Compared to existing conditions, the Draft Plan achieves a 16 percent drop in total greenhouse gas emissions.

MTC in February adopted a \$495 million spending plan for the region's share of highway and transit formula funds distributed under the American Recovery and Reinvestment Act. This plan directs \$341 million for transit investment, with 79 percent of this total dedicated to maintenance and rehabilitation of the Bay Area's existing transit systems.

With regard to committed projects, MTC staff, at the Commission's request, last summer identified a set of capacity-increasing committed projects totaling over \$50 million, and evaluated them against three criteria: (1) What are the project's funding sources?; (2) Where is the project in the development stage?; and (3) How many Transportation 2035 goals did the project strongly support? The analysis found that:


- 82 percent of the committed projects were funded by sales tax, Federal New Starts, Proposition 1B, Traffic Congestion Relief Program, Federal Earmark Appropriations, or "Other Local Funds," while only 18 percent were funded by Other Federal/State funds that MTC has discretionary authority to reconsider;
- 68 percent of the committed projects have advanced into the design, right-of-way, and construction phases, while only 7 percent are still in the early stages of planning and 25 percent are in the environmental review phase; and
- All of the committed projects address at least one Transportation 2035 goal. 61 percent meet four goals, 3 percent meet three goals, 1 percent meet two goals, and 35 percent meet one goal.

To determine which committed projects would be subject to further review by the Commission, staff screened for projects that (1) have 25 percent or more "Other Federal/State Funds," which are moneys the Commission has authority to redirect; (2) are still in the planning or environmental review stage; and (3) meet only one Transportation 2035 goal.

The analysis found only two such projects: the Doyle Drive reconstruction in San Francisco, which is a high-priority safety project for the region; and the U.S. 101/Willow Road interchange modification in San Mateo County, which is a high-priority project included in the county's voter-approved transportation sales tax measure. Because both projects were meritorious and there is long-standing local and regional support to deliver them, there was no compelling reason for the Commission to shift funds from these projects to other uses.

We appreciate your interest in regional transportation issues and hope that you will continue to share your observations and recommendations with the Commission and with MTC staff.

Sincerely,



Doug Kimsey
Planning Director



CITY of BELVEDERE

450 San Rafael Ave. • Belvedere, CA 94920-2336

Tel: 415/435-3838 • Fax: 415/435-0430

#10

Metropolitan Transportation Commission
MTC Planning Committee
101 Eighth Street
Oakland, CA 94607
Fax (510) 817-5848

Re: *Draft Transportation 2035 Plan for the San Francisco Bay Area*

Dear Commissioners and Planning Committee Members;

On April 10, 2009 and April 22, 2009, you will be reviewing the revised Transportation 2035 Plan for the San Francisco Bay Area. The public comment period for the revised document ends today and I am writing on behalf of the City of Belvedere, and small cities like it, to urge MTC to do more for public transit.

The revised Transportation 2035 Plan provides information on the operating budget shortfalls facing transit agencies such as Golden Gate Transit. Over the 25-year planning period, Golden Gate Transit's budget shortfall increases by \$256 million dollars to \$442 million. The fact that the agency would have faced a significant shortfall before the state budget cut is proof that this is not a short-term operating problem.

The current Transportation 2035 Plan's strategy to address transit shortfalls is to urge agencies to look at short-term operating shortfalls, increase ridership, combine some services (such as Golden Gate and Sonoma transit routes), reduce service levels, and raise revenue by new fees. The plan does not anticipate using existing funding sources, such as reallocation of existing discretionary funds. Transportation 2035 Plan does not do enough to preserve and improve public transit.

Continued support for small local transit routes (such as Golden Gate Transit Route 19) that service remote users is crucial for young people, low income workers, the elderly and disabled. While these routes are small and less populated, they are crucial to the continued reduction of Green House Gases (GHGs), as without the small local transit option, many of these existing and future riders would resort to automobiles.

Public transit is a significant tool that must be used to meet MTC goals to reduce vehicle miles traveled and GHG emissions. As stated in the letter from the Attorney General's Office, "MTC's own research shows that achieving reductions in GHG emissions consistent with the goals of AB 32 will be extremely difficult: this highlights the need for careful and complete evaluation of impacts on VMT and GHG emissions of *all* expenditures for road and transit expansion in the

#10

MTC

April 8, 2009

Page 2

Proposed Transportation Plan." The Attorney General's letter continues "MTC staff's analysis indicates that many of the 'committed' expansion projects (from earlier Regional Transportation Plans) support only one, in some cases *none*, of the identified performance goals. If low-performing "committed" projects were eliminated where feasible to do so, funding would be available to cover transit shortfalls, particularly for BART, Muni, and AC Transit, which together carry 80% of the transit riders in the Bay Area."

City staff share the Attorney General's concerns that if public transit shortfalls are not addressed in the Transportation 2035 Plan, ridership will fall, with a corresponding increase in GHG emissions. City staff urges MTC to follow the direction in the CTC's guidelines for addressing climate change in RTPs to "[c]onsider shifting transportation investments towards improving and expanding urban and suburban core transit, programs for walkability, bicycling and other alternative modes, and transit access."

I urge the Commission and Planning Committee to:

1. Direct American Recovery and Reinvestment Act (ARRA) funds to public transit agencies for capitalized maintenance (i.e. preventative maintenance).
2. Redirect discretionary funds earmarked for unnecessary or inefficient roadway projects to public transit agencies to preserve existing routes and services.
3. Fund existing transit routes and services to fill budgetary shortfalls for a minimum of the next 5 years.

Sincerely,



Pierce Macdonald
Planning Manager

cc: George Rodericks, City Manager
Steve Kinsey, Marin County Board of Supervisors



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#11

Scott Haggerty, Chair
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Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Sperling
Solano County and Cities

Amy Rein Worth
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Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

April 9, 2009

Elderly and Disabled Advisory Committee
c/o Paul Branson, Chair
2540 Monterey Avenue
Martinez, CA 94553-3354

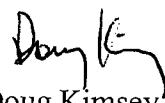
Dear Mr. Branson:

Thank you for submitting a written comment on behalf of MTC's Elderly and Disabled Advisory Committee (EDAC) on the Bay Area's Draft Transportation 2035 Plan. EDAC's comment recommended that MTC add provisions to the Transportation 2035 Plan to include a Regional Pedestrian Plan in the next Regional Transportation Plan (RTP).

The Transportation 2035 Plan doubles funding for MTC's Transportation for Livable Communities (TLC) program to \$2.2 billion over the next 25 years. Approximately two-thirds of the TLC commitment will be used to fund projects that improve pedestrian access to housing and transit. As well, the Climate Action Campaign, also listed in the plan, will be an additional funding source for pedestrian improvements. Finally, on pedestrian safety, the plan establishes a performance objective to reduce the number of pedestrian injuries and fatalities by 25 percent each by 2035.

Your support for efforts to include a formal Regional Pedestrian Plan in the next Regional Transportation Plan is appreciated. Your letter will be forwarded to the Planning Committee at its meeting this Friday, April 10. As you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Sincerely,


Doug Kimsey
Director, Planning

UV:DK

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Memorandum

TO: MTC Staff

DATE April 8, 2009

FR: Members of the Elderly and Disabled Advisory Committee

RE: Comment on Transportation 2035 Plan

At their April 2, 2009 meeting, members of the Elderly and Disabled Advisory Committee approved the inclusion of the following statement into public comment for the Transportation 2035 Plan:

MTC's Elderly and Disabled Advisory Committee (EDAC) requests that MTC add provisions to the Transportation 2035 Plan to include a Regional Pedestrian Plan in the next Regional Transportation Plan (RTP). EDAC has previously encouraged that MTC adopt a Regional Pedestrian Plan based on the criteria outlined by the Regional Pedestrian Committee in 2008, and would like to see this plan be a part of the next RTP.



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#12

April 9, 2009

Scott Haggerty, Chair
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Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

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Steve Heminger
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Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Ms. Christina Atienza
Executive Director
West Contra Costa Transportation Advisory Committee
13831 San Pablo Avenue
San Pablo, CA 94806

RE: MTC Response Re: Comments on Transit Sustainability-Related Revisions to the Draft Transportation 2035 Plan

Dear Ms. Atienza:

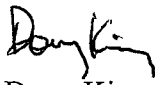
Thank you for your comments and feedback on MTC staff's recommendations to our Commission to include a commitment to prepare a Regional Transit Sustainability Analysis as part of the Final Transportation 2035 Plan.

As you know, this regional transit sustainability effort directly responds to long-standing and recurring transit service, productivity and efficiency issues that the region's transit operators, including WestCat, AC Transit, and BART, have confronted over the past many years. However, the importance of transit sustainability has been elevated to an even higher level and has truly hit home in light of the economic downturn and its impacts on transit-related sales tax revenues and the State legislature's actions to cut State Transit Assistance (STA) funds over the next five years.

Upon our Commission's approval, MTC staff plans to develop the full scope of this transit sustainability effort in consultation with the transit operators and to complete this effort over the next two years. So at this time, we think it's prudent to keep all potential strategies on the table. In this context, we look forward to the active participation of West County's transit operators and stakeholders, and WCCTAC.

It is our expectations that this transit sustainability effort would not only bring the region's transit operators together but to engage them in an honest dialogue about how to best provide essential and effective transit services that serve the needs of the region. We thank you for comments and look forward to your participation.

Sincerely,


Doug Kimsey
Planning Director



El Cerrito

April 8, 2009

Hercules

Ms. Ann Flemer,
Deputy Executive Director, Operations
Metropolitan Transportation Commission
101 Eighth Street
Oakland CA 94607

Pinole

RE: Comments on Transit Sustainability-Related Revisions to Draft *Transportation 2035*Dear Ms. Flemer: ^{Ann}

Richmond

Thank you for the opportunity to provide comments on MTC staff's proposed revisions to the Draft Regional Transportation Plan, *Transportation 2035*, particularly in relation to the proposal involving transit sustainability, as you presented to the Commission on March 25. This letter is organized in three sections. The first section describes the transit operations issues in west Contra Costa County to provide appropriate context. The second section describes the issues that we see with MTC staff's proposal. The third and final section provides suggested alternative emphasis areas for MTC's regional transit initiative.

San Pablo

Transit Operations Issues in West Contra Costa County

Contra Costa
County

Major transit services are provided by WestCAT, AC Transit, and BART. At present, their estimated operating shortfalls for FY 10 are:

- WestCAT - \$2 million shortfall, 22% of operating budget
- AC Transit - \$51 million shortfall, 18% of operating budget
- BART - \$49 million shortfall, 15% of operating budget

AC Transit

BART

WestCAT

WestCAT provides local service in Pinole, Hercules, and the unincorporated areas of northwestern Contra Costa; feeder bus service to BART; and express bus service to San Francisco. Like all other small operators in the Bay Area, WestCAT relies heavily upon TDA, County sales tax, and STA. They have made efforts to increase productivity, including increasing headways, reducing deadhead time, and reducing layover time. As a small suburban operator in an area that serves a large population of low-income individuals, it is very risky for WestCAT to raise fares. They could lose a large percentage of discretionary customers, and unduly burden those who need affordable transportation to their jobs. To stay afloat, WestCAT had to make service cuts last October and then again last March.

AC Transit provides local bus service up to San Pablo, collector bus service to BART, express bus service to San Francisco, and bus rapid transit service along San Pablo Avenue. Last month, they adopted fare hikes of \$0.25 for adult bus fares and \$0.15 for youth, seniors, and people with disabilities. As an urban core operator, it may be slightly less risky

for AC Transit to increase fares, as they may still be able to provide a competitive advantage over driving. However, they serve a large population of youths, seniors, and people with disabilities, most of whom are low-income; and it was in response to the impassioned pleas from those groups that the AC Transit Board rejected staff's proposal to increase the cost of their monthly passes.

BART provides local and regional rail service via three stations in west Contra Costa: El Cerrito Plaza, El Cerrito del Norte, and Richmond. BART relies heavily upon collector and feeder bus services to deliver patrons to the system. AC Transit estimates that it delivers 200,000 patrons a day, and WestCAT, in combination with other suburban operators, estimates that they deliver 11,500 patrons a day to BART – together this accounts for over half of the total BART ridership. BART is looking at reducing both labor and non-labor expenses, and increasing revenues through fare and parking fee increases. As you well know, BART is also facing a staggering capital replacement shortfall, which places even greater pressure on their operating budget.

At a minimum, we need to keep the existing riders on the buses and BART; otherwise, they will end up on I-80, which will undermine all of our efforts to reduce congestion, promote smart growth, and improve air quality along the corridor. Both immediate and long-term mitigation measures are warranted.

Issues with MTC's Proposal

As we understand it, MTC staff's proposed approach to the problem of transit sustainability is to increase productivity through elimination of overlapping services, consolidation, and simplification of fare policies; to increase revenues through fare increases and identification of new funding sources; and to condition the transit operators' receipt of new funding on achievement of a performance baseline and implementation of reforms. We see several issues with this approach.

What the region needs now are **economic incentives**, not penalties for transit riders and operators. Low-income individuals constitute a large percentage of transit riders, and raising fares would deliver an additional blow to them. Given an average farebox recovery ratio of less than 30 percent, raising fares would only marginally narrow the gap between costs and expenses. Also, lowering fares have the potential to increase ridership, as the region has seen firsthand on free transit days. For the operators, setting a performance baseline as a requirement for funding is unrealistic because they face cost and revenue drivers that are beyond their control, including the price of fuel, cost of health care, amount of subsidies, and level of ridership and resulting fare revenues.

Productivity is an inadequate measure of transit efficiency and sustainability for several reasons:

- A lot of Lifeline Transportation Program services would be considered unproductive; yet the Commission has not only continued funding for the Program, but has also increased it, because they believe that the social and economic values of the program outweigh the costs.
- As demonstrated above, most transit trips are linked. By their very nature, the feeder and collector routes are not as productive, but their removal could mean the removal of the patron from the system altogether.
- Current productivity metrics do not take into account opportunity benefits, which offset the true cost. Compared to a person in an automobile, a person riding a bus has a smaller carbon footprint, uses up less roadway capacity, and contributes to fewer traffic conflicts. In the long run, these benefits may outweigh the costs.

Consolidation may result in cost efficiencies in some areas and not in others. The East Bay Suburban Transit Efficiency Study indicated that it was less costly for multiple operators to provide their services than it would be for a single agency, due to lower labor costs and greater contracting flexibility. Additionally, a quick review of other systems that are operated by only one large operator, such as the New York City MTA, Los Angeles County MTA, and San Diego MTS revealed operating costs per revenue vehicle hour that are comparable to the Bay Area's average across all of the operators. Functional consolidation, as originally targeted in the Transit Coordination Implementation Plan, may hold greater promise for achieving cost savings. Areas for functional consolidation include procurement, scheduling software, accounting software, etc.

Cooperation and collaboration among MTC, the transit operators, MTC's advisory groups, and advocacy groups are essential to solving the very complex problem of transit sustainability. The intent to involve relevant stakeholders in the proposed initiative is not evident in MTC's proposal.

Suggested Emphasis Areas

In light of the above issues, we offer the following suggested modifications to the proposal.

New Revenues and Supporting Policies: MTC is in a unique position to make dramatic changes in this area. In the near-term, we support diversion of regional funds to manage the current crisis, and encouragement of local efforts to do the same for local funds. In the long-term, we support MTC's proposed advocacy platform for obtaining new revenues, including a regional gas tax and increased bridge tolls; however, conditions for receipt of new revenues should not be tied to reform.

The study should also investigate ways to dampen the impacts of the volatility of transit operating costs and revenues by: establishment of reserve policies, identification of measures to better match costs with revenues, and insurance that any system expansion is sustainable.

Price Elasticities and Cross-Elasticities: The characteristics of the Bay Area's transit riders and their sensitivity to fares and other factors that influence their decision to ride, such as price of gas, parking fees, proximity to urban core, etc., should be studied in depth. The study should be undertaken on a regional scale. There is evidence to suggest that certain factors will have a large-scale effect on ridership, such as the dramatic increases in ridership as a result of free transit on Spare the Air days, the Maze closure, and high gas prices. A regional study would also ensure that elasticities for linked trips will be captured.

Enhancements: MTC should continue to focus on regional enhancements to increase transit ridership, including but not limited to TransLink, mobility management, regional marketing, and car-share programs at major transit hubs. The fare elasticity analysis may reveal that a complex system of different fares and discounts is necessary; if so, TransLink, as a smart card, should be able to handle such a system. MTC should also adopt policies to ensure that the expense for these enhancements is commensurate with their estimated impact on ridership.

Ms. Ann Flemer
WCCTAC Comments on Revisions to Draft Transportation 2035
April 8, 2009
Page 4

A Regional Vision and Comprehensive Plan for Transit: MTC should expand its efforts beyond areas that may yield only marginal improvements. In cooperation and collaboration with other stakeholders, MTC should craft a regional vision for transit, and develop a comprehensive plan to carry out that vision and guide future investment decisions. The current plan falls short of articulating a comprehensive vision. While the plan takes advantage of the opportunity afforded by the current economic crisis to promote a paradigm shift, it does so in an inconsistent and, at times even contradictory, manner – for example touting SB 375 and smart growth, while at the same time declaring the Freeway Operations package to be the only effective strategy for reducing traffic congestion.

The development of the vision and comprehensive plan should be the focus of the proposed study. A comprehensive transit vision would seek to optimize and expand the current system; and beyond that, it would cast transit in a central role, along with smart growth and other measures that promote a virtuous cycle, for achieving the region's goals.

Closure

We appreciate the opportunity to provide the above comments, and hope for their thoughtful consideration by MTC staff and the Commission. Please feel free to contact me if you have any questions.

Sincerely,



Christina Atienza
Executive Director

cc: Hon. Amy Worth
Hon. Federal Glover
WestCAT Board
WCCTAC Board
CCTA Board
Robert McCleary, CCTA
Ashley Nguyen, MTC



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#13

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Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

April 9, 2009

Mr. M. Williams
mwillia@mac.com

Re: Comments on New Information Regarding the Proposed RTP

Dear Mr. Williams:

I received your email with your questions regarding proposed changes to the RTP. My responses are as follows:

Financial Constraint:

Federal and state RTP guidance recognizes that competing demands for funding may create shortfalls for various programs and policies. The guidance requires us to develop an action plan that describes steps that need to be taken to close these projected shortfalls. Hence the Transit Sustainability Analysis that MTC and its partner agencies are proposing. While the projected long-term capital and operating needs and shortfalls are well documented in the RTP and described in your email, near-term strategies are paramount since transit operators are dealing with budget shortfalls, service cuts and fare increases as I write this email. The analysis is primarily intended to deal with cost and revenue issues that not only would ameliorate current budget shortfalls, but would also produce longer-term benefits.

Another important item to point out is that the long-term shortfalls shown in the RTP are based on what we know today. As you can appreciate, a lot can change in the next 25 years. A recent sensitivity analysis we completed a few weeks ago indicated that if transit operators could contain costs to a CPI growth of 3 percent and fares to at least match CPI, the 25-year shortfall would shrink from 9 percent of total projected transit operating revenue to about 2 percent - clearly a more manageable number. Finding cost efficiencies and revenue enhancements will be key elements of the transit sustainability analysis. In summary, the current RTP transit funding projections represent a status quo that is not entirely sustainable; however, the status quo does not, and cannot, dictate how we operate our transit system in the future - our aim is to change this paradigm with the Transit Sustainability Analysis.

Mr. M. Williams
April 9, 2009
Page 2

AB 32/SB 375 Targets:

The California Air Resources Board won't be approving SB 375 targets until September 2010. In reference to the previous comment, staff thinks it's inappropriate and we would have no basis, in the context of a 25-year plan, to guesstimate how projected shortfalls would affect transit service levels.

One thing we do know, based on the previous analyses we've done, is that a reduction in transit service would likely have minimal impact on achieving the GHG target that we established in the RTP. The analyses indicate that it's how/where the region grows and how travel is priced that make the biggest difference in reducing GHG emissions.

BART Extensions:

Roughly \$2.5 billion in year-of-construction dollars have been spent on extending BART to Pittsburg, Dublin and SFO. We don't know what the operating expenses for these specific extensions would be since they include numerous system costs that are difficult to quantify.

We do know that BART is a capital-intensive service as illustrated by the capital costs shown in the RTP. However, we also know that it is a relatively efficiently operated system that provides the region's main trunkline service. To suggest that the new services should not have been built and the money spent on other services is counterproductive; our goal as a region is to ensure that the system is operating at maximum efficiency through prudent investments and appropriate land uses surrounding stations.

Passenger Trips:

See response above.

BART discretionary funding:

No.

Affordability:

See previous responses. It's important to note that the BART/San Jose extension is almost entirely locally funded, so is sustainable in the longer term.

Joint Development:

The \$1 billion is in year-of-escalated-dollars over 25 years. Given VTA's extensive land holdings around the BART and LRT stations and their commitment to joint development, this does not seem to be an unreasonable estimate. In fact, VTA and several of the cities with proposed BART stations are recipients of MTC station area plan funding.

Mr. M. Williams
April 9, 2009
Page 3

Transit Sustainability:

MTC has yet to conduct an analysis so has no idea what a fare discount policy would generate in revenue or potentially cost. This idea is one of many issues that will be assessed.

MTS:

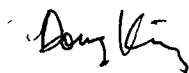
We will consider your suggestion as we prepare a new MTS map for the final plan.

Cost-Effective Improvements:

Yes, the Transit Sustainability Analysis will seek to identify cost-effective transit service improvements.

Thank you for your interest in the RTP. Your comments will be shared with the Commission prior to action taken on the RTP.

Sincerely,



Doug Kimsey
Director, Planning

April 8, 2009

Metropolitan Transportation Commission
101 Eighth Street
Oakland 94602

via email info@mtc.ca.gov

Re: comments on new information regarding the proposed RTP

To Mr Kimsey, Director, RTP Preparation:

Thank you for the opportunity to provide you with additional comments and questions on your proposed Regional Transportation Plan ("RTP"). In this new political era that emphasizes transparency and accountability, the Regional Alliance For Transit ("RAFT") would appreciate a substantive response to each of our questions or comments below.

Our understanding at RAFT is that the RTP must be balanced financially ("fiscally constrained"). The new information shows, for transit operators, a shortfall for capital rehabilitation and replacement of over \$17 billion and for operations, a shortfall of over \$8 billion. The total is over \$25 billion, or an average of more than \$1 billion per year over the twenty five year plan. **How can the RTP be considered fiscally constrained? Are there actual plans for closing the financial gaps? Should not the MTC provide a description of what transit service will be provided by each operator for each year over the planning period and what expenses or revenues must be changed to attain financial sustainability?**

AB 32 and SB 375 call for reductions in greenhouse gas emissions. RAFT believes the MTC should show how the transit capital and operating shortfalls will affect progress towards meeting the legislatively required goals. **RAFT requests that MTC provide such information, and if the goals will not be met, please explain why not.**

Since the passage of ISTEA in 1991, the MTC has heard from members of the public from time to time that costly transit expansion projects (generally, the high cost and low performance BART extensions) are making it ever harder to maintain the existing transit system. MTC is now in agreement ("T-2035 confirms that the current transit system is not sustainable for many operators."). **How much money has been spent on constructing and operating transit service on the BART extensions, from the passage of Resolution 1876 to the present? How much will it cost to maintain these**

same extensions over the life of the proposed RTP? If these BART extensions had not been built, with maintenance money freed up for use elsewhere, would other transit systems have had a better outcome than “not sustainable”? How much did these BART extensions add to BART’s capital shortfall? It should be noted that providing \$70 million in §5307 funds for the BART Oakland Airport Connector project seems imprudent and inefficient, making less money available to existing transit service and an increase of the future burden of maintenance.

In 1993, MTC noted in a letter sent to several members of BART’s board of directors that the MTC-sponsored arrangement whereby most of the AB 1107 funds go to BART, but with most local funds going to the Municipal Railway and AC Transit, had been advantageous to BART and disadvantageous to the other two systems (copy attached). Is the MTC going to take action to provide additional funds to the Muni and to AC Transit, which have a combined operating deficit in the plan of over \$2 billion? BART does not have a forecasted operating shortfall in the plan. BART’s outstanding debt that is secured by the AB 1107 funds amounts to \$748 million, according to the most recent annual report. Thus, BART has no operating deficit, even after the interest expense is taken into account. This means BART is not subject to the same treatment other operators face with MTC’s Transit Capital Priorities Process.

In terms of capital rehabilitation and replacement, of the \$6 billion in “discretionary” funds available to MTC, BART will receive 42% of the total for the entire Bay Area. The Municipal Railway, which carries many more passengers, will receive less money than BART. AC Transit will receive 9% of what BART is to receive, yet AC Transit carries far more passengers than 9% of what BART carries. **Does MTC value a passenger trip on the Municipal Railway and AC Transit as equal to that of a passenger trip on BART? Please explain why the subsidies and commitments differ so much for the Municipal Railway and AC Transit compared with BART.** In the 1993 letter noted above, MTC advised BART that “this total far exceeds MTC’s commitments to any other agency and represents almost 50% of MTC’s total discretionary allocation authority for capital purposes in the region.” **Is there a long-standing MTC policy that requires BART receive nearly 50% of discretionary capital funds in the Bay Area? If not, please provide information as to why BART consistently and over many years receives the lion’s share of MTC’s discretionary funds.**

The VTA has the largest operating shortfall of any Bay Area operator (\$3.2 billion), yet it is to build the most expensive transit project in the RTP (BART to San Jose). **Is there any reason to believe that residents who lose bus service over the planning period will find the BART project to be an affordable**

substitute? RAFT requests that the MTC provide information about the household incomes and ethnicity of bus passengers who will lose service and the household incomes and ethnicity of residents who will gain transit service with the proposed BART extension. If the MTC is concerned about sustainability, should not the BART to San Jose extension be stricken from the RTP?

In the March 25th slide show ("T2035 Financial Revisions") Recommendation 1 includes a \$1 billion revenue item entitled "Santa Clara VTA Joint Development Revenue." The idea sounds good. **Has MTC been able to identify any transit joint development revenue source in California that actually produces a similar figure?** If so, it would be helpful to know more about it. RAFT does not want the VTA to count on \$1 billion if there is not a significant likelihood of success.

Also in the slide show is a page on discount fare policies—"Addressing Transit Sustainability, Can we continue to afford to accommodate inconsistent service policies when simple policy agreements are possible (e.g., discount fare eligibility)?" RAFT is uncertain as to how much money would be raised if all operators had a similar discount for each type of passenger. **RAFT requests that MTC provide this information and the basis for the statement that the policy agreements are "simple."**

One of our members recently noted that the MTC has a map showing the streets, ferry routes and railroads that make up the Metropolitan Transportation System, but that there does not appear to be a map showing the important bus lines in the Bay Area. His suggestion, for your consideration, is to produce a map showing each bus line having a 15 minute headway, or better. Fifteen minutes is the generally accepted headway that separates transit that people will use if they have a choice from the form of transit that only people with no choice have to use. **If a goal of the Bay Area is to have a first class bus network, when will the MTC produce a map such as what is described here?**

Consider the transit system CCCTA, in central Contra Costa County. It has just one line running on a fifteen minute headway (the free shuttle in downtown Walnut Creek). In the 2005 alternative RTP submitted by Transdef, there were several rapid bus lines created in the CCCTA service area. One of them, for example, included service from Concord's BART station to Walnut Creek's BART station, via Pleasant Hill's BART station. The existing service of CCCTA, line 15, operates on a 60 minute headway. Or consider the very large commercial development in San Ramon. The 2005 alternative had a rapid bus line from the Crow Canyon area to Dublin's BART station. The existing bus service, line 36,

today operates on a 60 minute headway. Or consider AC Transit line 99 (Mission Boulevard) with trip generators at BayFair's BART station, Hayward's BART station, South Hayward's BART station, Fremont's BART station and a transfer connection with the bus line serving California State University East Bay. The headway is 30 minutes. **If a goal of the MTC is to increase transit ridership and meet the requirements of AB 32 and SB 375, would it not be helpful to consider cost effective improvements in transit service on bus lines such as these three as well as others?**

Thank you again for the opportunity to comment on the proposed Regional Transportation Plan. RAFT members look forward to your responses.

Sincerely,

M. Williams
mwillia@mac.com

for RAFT



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COMMISSION

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#14

Scott Haggerty, Chair
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Adrienne J. Tissier, Vice Chair
San Mateo County

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U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
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Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

April 9, 2009

Mr. Michael Burns
General Manager
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

RE: MTC Response Re: Request to Revise VTA's Transit Operations Costs Forecast

Dear Mr. Burns:

MTC staff has received your request to revise the VTA's transit operations forecasts to show a revised VTA transit operations need of \$14.6 billion and transit operations shortfall of \$2.8 billion based on VTA's most recent modeling. We will present your request to the MTC Planning Committee and Commission for their consideration at their April 10 and April 22, 2009 meetings, respectively.

We appreciate your participation in the Transportation 2035 effort.

Sincerely,

Doug Kimsey
Planning Director

C:\Temp\XPgrpwise\T-2035 Response VTA_040909.doc



April 8, 2009

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
Lawrence D. Dahms Auditorium
101 Eighth Street, 3rd Floor
Oakland, CA 94607

Dear Mr. Heminger:

Thank you for your continued support as we update our revenue and cost forecasts for Transportation 2035. As we have discussed, these updates will result in a better regional transportation plan for the Bay Area.

Per our recent communications, please revise VTA's transit operations cost forecast in accordance with the spreadsheet sent to Alix Bockelman via email on Monday entitled *Re: Updated Attachment B Transit Operating Template Values(2).xls*. This information is based on our most recent modeling and will provide a more accurate forecast of transit operating costs for VTA.

Again, thank you for your assistance and please contact me if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael T. Burns".

Michael T. Burns
General Manager



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#15

Scott Haggerty, Chair
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San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

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Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

April 9, 2009

Ms. Sonali Bose
CFO/Director of Finance & Information Technology
San Francisco Municipal Transportation Agency
One South Van Ness Avenue, Seventh Floor
San Francisco, CA 94103

RE: MTC Response Re: Request to Revise Cost for Central Subway Project

Dear Ms. Bose:

MTC staff has received your request to update the project cost for Central Subway at \$1.57 billion. As stated in your letter, we understand that the cost increase is covered by the New Starts commitment of \$942.2 million and \$155.89 million from a combination of other fund sources. We will present your request to the MTC Planning Committee and Commission for their consideration at their April 10 and April 22, 2009 meetings, respectively.

We appreciate your participation in the Transportation 2035 effort.

Sincerely,

Doug Kimsey
Planning Director

C:\Temp\XPgrpwise\T-2035 Response SFMTA_040909.doc

Gavin Newsom | Mayor
 Tom Nolan | Chairman
 Rev. Dr. James McCray Jr. | Vice-Chairman
 Cameron Beach | Director
 Shirley Greyer Black | Director
 Malcolm Heinicke | Director
 Jerry Lee | Director
 Bruce Oka | Director
 Nathaniel P. Ford Sr. | Executive Director/CEO

April 8, 2009

Ms. Therese McMillan
 Deputy Executive Director, Policy
 Metropolitan Transportation Commission
 101-Eighth Street
 Oakland, CA 94607

Dear Ms. McMillan:

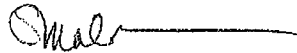
In his letter dated April 6, 2009, Mr. Nathaniel P. Ford, Sr. relayed the results of the Federal Transit Administration (FTA) New Starts evaluation and review process for the Central Subway project. FTA has recommended that sufficient cost and schedule contingency be added to ensure the project's success. Specifically, this federal review has established an increased project budget of \$1.57 billion, up from the prior budget of \$1.3 billion, and a completion date of December 2018 vs. 2016.

The good news is that as a result of the higher project budget, the federal share of the project has increased by \$180 million to \$942.2 million and annual cash flow allocations from New Starts can be up to \$150 million per year, previously limited to \$100 million per year.

As a result of this news, we are now formally requesting an update to the draft Transportation 2035 Plan that reflects the new project cost for Central Subway at \$1.57 billion and a New Starts commitment of \$942.2 million. Secondly, in the previous project funding plan \$65 million was identified as "Other Local and Regional Sources." With the increase of the project cost, this funding line item increases to \$155.89 million. After a careful review of our funding options, SFMTA has identified a combination of fund sources for this line item to include an additional infusion of SFMTA's share of PTMISEA (I-Bond) funds, State High Speed Rail funding, SFMTA parking revenues, SFMTA advertising revenues, SFMTA bond proceeds, and revenues from current and future federal stimulus funding. These are realistic and likely fund sources that more than adequately comprise the \$155.89 million.

We are gratified by the strong show of support for this project that we have enjoyed from our funding partners. The Central Subway project promises to be an effective stimulus for creating jobs and propelling economic recovery for this region. Thank you for MTC's continuing support for this priority project.

Sincerely,

A handwritten signature in black ink, appearing to read "Sonali", followed by a horizontal line.

Sonali Bose,
CFO/Director of Finance & Information Technology

Gavin Newsom | Mayor
Tom Nolan | Chairman
Rev. Dr. James McCray Jr. | Vice-Chairman
Cameron Beach | Director
Shirley Breyer Black | Director
Malcolm Heinicke | Director
Jerry Lee | Director
Bruce Oka | Director
Nathaniel P. Ford Sr. | Executive Director/CEO

April 6, 2009

Steve Heminger
Executive Director
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth St.
Oakland, CA 94607-4700

RE: Update on San Francisco's Central Subway Project

Dear Mr. Heminger,

I am writing to inform you of news that we received recently from the Federal Transit Administration (FTA) regarding San Francisco's Central Subway project. As you know, the project is in the New Starts program and has been progressing through preliminary engineering, receiving final environmental clearance (record of decision) on November 26, 2008. With the strong support and leadership of the Bay Area Congressional delegation, the project has received \$66 million in federal New Starts funding to date, including \$10 million in the recently enacted FY2009 Omnibus Appropriations bill.

As part of the intensive federal New Starts evaluation and review process, FTA has just completed a nine-month "Schedule, Cost and Risk Review Analysis" of the program. As a result of this review, FTA has recommended that sufficient cost and schedule contingency be added to ensure the project's success. Specifically, this federal review has established a revised project budget of \$1.57 billion vs. \$1.3 billion and a completion date of December 2018 vs. 2016.

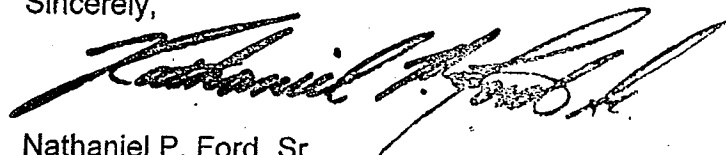
The good news is that as a result of the higher project budget, FTA has indicated that they will support an increased federal share for the project and higher annual funding allocation levels to minimize borrowing costs. Specifically, FTA has agreed to a funding plan that will include 1) up to \$942 million in federal funding, an increase of \$180 million over previous funding plans, and 2) annual federal cash flow allocations of up to \$150 million per year, previously limited to \$100 million per year. This increased federal support is a strong endorsement for this program and lays the groundwork for FTA Final Design approval anticipated in 4th Quarter 2009.

The Central Subway will be a key engine for economic growth and recovery in San Francisco, creating thousands of jobs opportunities as the project moves into

preconstruction and construction activity. Recent estimates indicate that the project will create over 2.5 million hours of work in the construction trades industry alone.

We look forward to continuing to working cooperatively with all of our stakeholders and funding partners to advance this critical project for San Francisco. Thank you for the Metropolitan Transportation Commission's continuing support for this priority project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Nathaniel P. Ford, Sr.", with a stylized, flowing script.

Nathaniel P. Ford, Sr.
Executive Director/CEO

cc: Mayor Gavin Newsom
Members, San Francisco Board of Supervisors
Members, SFMTA Board



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#16

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
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Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

April 9, 2009

The Honorable Harold C. Brown, Jr.
President
Marin County Board of Supervisors
3501 Civic Center Drive, Suite 329
San Rafael, CA 94903-4193

Dear President Brown:

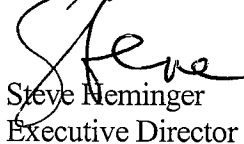
Thank you for your comments on the Draft Transportation 2035 Plan, and for sharing with us issues you have with High Occupancy Toll (HOT) Network development and implementation. Your comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on April 22.

As you know, the Transportation 2035 Plan sets policies and investment strategies; the regional HOT network has been a Commission policy since 2005. To that end, MTC staff has been working with Caltrans and the region's congestion management agencies (CMAs) to further develop the network concept for some time now.

MTC is presently seeking the legislative authority to implement the HOT Network. Staff has been working closely with the CMAs to draft legislative principles and a governance framework that contemplates significant involvement by local elected officials and agency staff in affected HOT corridors. The concept is to establish working groups composed of CMA staff in each HOT corridor. These groups would recommend the design parameters, timing and phasing of HOT construction and other improvements subject to review by each affected CMA, as well as ultimate approval by MTC.

The principles recognize that each corridor faces unique challenges and opportunities that must be examined in order to determine the most appropriate path forward. We envision that ongoing partner discussions will be supplemented by more extensive design, operational and revenue analyses to further inform network and corridor implementation. We hope we can look forward to Marin County's participation as we move forward.

Sincerely,


Steve Heminger
Executive Director

cc: Commissioner Steve Kinsey

J:\PROJECT\2009 RTP\Correspondence\Responses to Comments on Draft RTP\Extended Period Correspondence March-April 2009\Response, Brown, 4-09.doc



THE BOARD OF SUPERVISORS OF MARIN

April 8, 2009

Honorable Scott Haggerty, Chair
Metropolitan Transportation Commission
Joseph P. Bort Metrocenter
101 Eighth Street
Oakland, CA 94607-4700

ADMINISTRATION BUILDING
3501 CIVIC CENTER DR., SUITE 329
SAN RAFAEL, CALIFORNIA 94903-4193
TELEPHONE (415) 499-7331
FAX (415) 499-3645
TTY (415) 499-6172
www.co.marin.ca.us/bos

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APR 09 2009

BAY AREA TOLL AUTHORITY

Dear Chair Haggerty:

The Marin County Board of Supervisors is writing to express strong opposition to the Metropolitan Transportation Commission's adoption of its updated regional transportation plan, *TRANSPORTATION 2035*, without including explicit language stating that HOT lanes will only be deployed in a corridor if there is consensus to proceed between MTC, Caltrans, and the affected CMAs.

At this time, there is insufficient information to justify the conversion of existing HOV lanes in Marin County to HOT lanes. In February 2009, the Transportation Authority of Marin (TAM) appropriated funding to analyze the traffic and revenue issues associated with creating HOT lanes in Marin. Our Board supports that action. Until those studies have been completed, presented to the public, and a resultant HOT policy is acted on by TAM, the Board of Supervisors opposes any agency taking action that would allow conversion of existing HOV lanes to HOT lanes in Marin County.

We understand the importance that MTC's *TRANSPORTATION 2035* places on HOT lanes to help manage freeway operations in the future, generate increased revenue to support additional corridor improvements, accelerate completion of the HOV system, and reduce tailpipe emissions. MTC also identifies cost savings that could be achieved through consistent design standards, system-wide permitting, shared financing, and expedited construction. While all that may be true, each Bay Area transportation corridor functions quite differently and it must be shown that benefits to the region do not come at an unacceptable environmental or operational expense in an individual corridor.

We appreciate that MTC strives to lead our region toward a healthier, more mobile future. To get there, it is essential for you to provide your transportation partners the opportunity to consider and agree that the path you are on is a direction we want to go. This is especially important because Marin voters approved a significant local investment to help build the current HOV system. In consideration of this, please include explicit language in *TRANSPORTATION 2035* that HOT lanes will only be deployed in corridors where there is consensus between MTC, Caltrans, and the affected CMAs.

Sincerely,


Harold C. Brown, Jr.
President, Marin County Board of Supervisors

Cc: Senator Mark Leno
Assemblymember Jared Huffman
Caltrans District Director Bijan Sartipi
Transportation Authority of Marin

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NOVATO
5TH DISTRICT

CLERK

• MATTHEW H. HYMEL

#17

From: MTC info
To: Norm Picker
CC: MTC info
Date: 4/9/2009 12:22 PM
Subject: Re: comments on Transportation 2035

Dear Mr. Picker,

Thank you for your comments on the Transportation 2035 Plan. We appreciate your involvement in this process.

The discussion for various routes for high speed rail throughout California has been an intense one, and the current plan is for a southern route into the Bay Area through Gilroy. While I'm sure not everyone will agree with the ultimate decision, most will agree that high speed rail will be an effective transportation alternative throughout the state. You can stay up to date on the High Speed Rail planning process via the Web site at www.cahighspeedrail.ca.gov.

The programs you mentioned, the Transportation for Livable Communities (TLC), Safe Routes to Transit and the Regional Bicycle Program have not been developed yet. The specific types of projects that these programs will fund will be determined once the criteria has been developed to meet each of the program goals. Based on past TLC and Safe Routes to Transit projects, sidewalks and street improvements that provide connections to downtowns and transit stations and stops have been eligible. Under the prior bicycle and pedestrian program, bridges that provide connections to regional bikeways have also been eligible.

The Regional Bicycle Plan for the San Francisco Bay Area 2009 Update is expected to be adopted by the Commission at the April 22, 2009 meeting, along with the Draft Transportation 2035 Plan.

Your comments will be forwarded to the Commission.

Thank you again.

Pam Grove
MTC Public Information

>>> Norm Picker <norm.picker@yahoo.com> 3/26/2009 5:25 AM >>>

Writing as an East Palo Alto resident. I see the following of great interest to me as an East Palo Alto resident:

21011 Transportation for Livable Communities (TLC): provide planning and capital funds to improve pedestrian, bicycle and transit access; and support station development areas and FOCUS Priority Development Areas (PDAs)

Norm Picker's comments: Yes dire need for this; perhaps this can be used for dedicated bike/ped bridges for 101 at newell/clarke and euclid/euclide (north and south of University Ave.). We desperately need dedicated pedestrian and bike bridges north and south of University Ave. at 101. So many other cities are getting them yet we have 30,000 residents east of 101 who cross 101 every day many times per day by car, bike, transit and foot. Locations needed are at Euclid Ave. (both sides 101) and at Newell Ave (westside of 101). to Clarke Ave. (eastside of 101). The need for these is for practical use by kids and adults. What we don't need is bridge on the south edge of East Palo Alto to get to the baylands.

#17

That would be a nice to have but the need at University Ave. is HUGE.

Perhaps this \$ can also be used for sidewalks and street improvements in Palo Alto Park neighborhood of East Palo Alto -- area without sidewalks

21618

design and right-of-way phases)

Norm Picker: yes; been waiting too long for this; by the way... have we considered proposing the high speed Calif rail go across this bridge so we can spare Sunnyvale, Mt View, PA, MP the hassle of the calif hi speed rail? Implement commuter rail service on the Dumbarton Bridge (environmental, 22245

Norm Picker: Another source for sidewalks and street improvements in East Palo Alto; particularly the Palo Alto Park neighborhood with legacy rural streets in an urban community? These streets are used by many to get to University Ave. and Bay road bus stops. And could these funds be used for bike/ped bridges (see comments above for item 21011)? 22247

Bicycle Network as defined in MTC's Regional Bicycle Master Plan for the San Francisco Bay Area, 2009 Update

Norm Picker's comments: I haven't seen the 2009 update; can we get bike/ped bridges (see comments for item 21011) from this? Need one at Euclid and one at Newell/clarke. Regional Bicycle Program: provide capital funds to fully build out the Regional 21606

Norm Picker's comments: good; treacherous short on and off ramps now

Modify University Avenue overcrossing of U.S. 101 to improve operational

Norm Picker's comments: This has been on the drawing board for many years. Still don't understand how the southbound off-ramp helps East Palo Alto. Seems to create a new treacherous merging of cars, bikes and pedestrians. But I am keeping an open mind about this. If the off ramp spoils our chance for vitally needed bike/ped bridge at Euclid Ave. (just north of University), then that is a problem.

21608

Embarcadero Road

Norm Picker's comments: Sounds good but not willing to sacrifice stand alone ped/bike bridges north and south of University for this. Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to 21612

to U.S. 101 (includes flyovers, interchange improvements and conversion of Willow Road between Route 84 and U.S. 101 to expressway)

Improve access to/from west side of Dumbarton Bridge on Route 84 connecting 21607

efficiency and safety (includes widening of overcrossing, constructing new southbound off-ramp and auxiliary lane, and adding bicycle lanes) Reconstruct U.S. 101/Willow Road interchange

Norm Picker's comments: I would like to see City of EPA demand a full study of use of Marsh Road as the primary solution for 101 north and 101 south traffic. Gateway 2020 has not seriously looked at it for traffic traveling north on 101. I am open to the Willow solution but the lame "Marsh is too far around" reasoning on the 2020 Gateway plan is not a strong enough reason. We need them to study it. I contend if the traffic keeps moving then this may solve it and avoid putting another freeway adjacent to our city. Marsh Road and Bayfront Expressway are completely non-residential so the impact to residents is minimal. Aesthetics becomes of minor concern due to this also. The only way East Palo Altans will accept Willow expressway is if it is depressed below grade. We already have a freeway adjacent to 90% of our city, cutting us off from 10% of our city and from Palo Alto. A freeway to our north edge will further isolate us, cut us

#17

off from eastern Menlo Park (which is like a sister neighborhood to EPA) and may increase pollution further. Remember when many argued that routing the 880/80 Cypress along the port of Oakland would be "too far around"? But it has worked out great.

Thanks.

Norm Picker
458 Bell St.
East Palo Alto, CA 94303 Fund Safe Routes to Transit

#18

From: MTC info
To: Kathryn Hughes
CC: MTC info
Date: 4/9/2009 4:01 PM
Subject: Re: Comments on the Draft 2035 Transportation Plan

Dear Ms. Hughes,

Thank you for the thoughtful email regarding your concerns about how the term smart growth is used in some communities. Clearly you understand well a number of the key issues that stand in the way of truly successful compact development, including design, access, and affordability. While MTC does not have local land use authority, we do support the concept as it has been shown to reduce miles driven per household by over 50% (2000 Bay Area Travel Survey).

However, every jurisdiction is very different and some have had better success developing communities through new development. As you may be aware, MTC, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission are supporting the FOCUS program which allows local jurisdictions to suggest places for new development within the existing built environment. Local jurisdictions suggest over 50% of the region's 25 year housing can be provided on 3% of the land. More information is available here:

<http://www.bayareavision.org/initiatives/index.html>

Through this program we are eager to see the development of complete communities where new and existing residents will be able to meet most of their daily needs within the community. Through the Planning Grant program, jointly administered with ABAG, 20 cities are in the midst of local planning efforts to create complete communities by planning for whole neighborhoods, not just projects. A list of those locations can be found at the link below, with two now underway in Oakland (the first neighborhood plans in Oakland in years):

http://www.mtc.ca.gov/planning/smart_growth/SAP_Final_Awards_6-30-08.pdf

We appreciate and share your concern over the quality and design of infill development. We are working with cities to improve this, but it will be a real challenge. Please consider getting involved with the MTC Advisory Committee Land Use Subcommittee to stay involved with MTC and ABAG's efforts.

Your comments will be forwarded to the Planning Committee at its meeting on Friday, April 10, and the Final Transportation 2035 Plan is scheduled for adoption by the full Commission on Wednesday, April 22.

Regards,

Doug Johnson
MTC
101 Eighth Street
Oakland, CA 94607

p. 510.817.5846 f. 510.817.5848

>>> "Hughes, Kathryn" <khughes@oaklandnet.com> 3/26/2009 11:30 AM >>>
Hello, I have a few comments.

#18

The plan does not adequately take into account impact on historic resources, especially areas where there is an extant historic fabric. I have voiced these comments at the MTC Advisory Committee, but they seem to fall on deaf ears. No one wants to hear any criticism of Smart Growth. In fact, the developers, contractors and others who benefit from the building spree seem to be content to call anything Smart Growth.

Oakland has already become a visual mishmash, with little consideration of sense of place, resulting from years of chaotic planning and now exacerbated by the so-called "Smart Growth" projects in our downtown, West Oakland, along MacArthur Boulevard, and elsewhere. The new housing developments are often poorly designed, monolithic structures, out of scale with what is around them, and not integrated into the surrounding context. I fear that we may be creating new urban blight, by destroying the buildings that have character and the potential to attract new residents and visitors. Simply saving a building like the Fox Theatre is not what I am talking about. I am talking, for example, about not only preserving but capitalizing on the areas like Old Oakland and Preservation Park, building sensitively around them, and preserving and rehabbing historically significant buildings, with low to moderate density where it is called for. I am talking about preserving local retail rather than bringing in chain commercial stores, which can pay the exorbitant rents in the new developments. Preserving our Bay Area cities' unique sense of place is what will ultimately bring residents back from the suburbs.

There are examples of cities all around the country which have made preserving the unique character their top priority... talk with them to get really smart. The proposed new plan will provide too many easy incentives create Emeryville look-alikes everywhere, by promoting TODs and development along bus arterials. I am particularly concerned that the provisions of the State Bill 375 will lift CEQA requirements to consider the impacts on historic fabric and liveable communities for the sake of some ill-defined greater good. Please do not incorporate Senate Bill 375's provisions into the Transportation Plan. It is a bad idea and will probably generate lots of law suits.

"Smart Growth," a concept which I promoted over 10 years ago, has now become a mantra... unfortunately, without much consideration of what it really entails. All over the Bay Area, the TODs and Smart Growth projects encourage use of BART to San Francisco, but they do little to provide local access to shopping, jobs, and other services. Most people still need a car to get to local venues, go out at night and weekends, etc.

#18

Also, the number of people driving to the BART stations on the edge of the Bay has not diminished (as evidenced by the large parking lots around these projects), so that the people living in TODS have to deal with the air pollution of the urban setting as well as the commuters who park in the nearby lots. If we were really Smart, we would not be building a fourth bore in the Caldicott Tunnel, we would be insisting on more green space and preservation of historic fabrics in the urban setting, and generally reevaluating the Smart Growth rallying cry.

Please take the time to look at the so-called Smart Growth projects: parking lots rather than windows at the ground level, discouraging pedestrian foot traffic; buildings built out to the curb, with no interesting angles or architectural attractions or even much landscaping (except for a few trees here and there), little sense of context generally, look-alike buildings, often constructed poorly or with substandard materials, buildings with few windows and no side windows, creating dark closed in interiors (often replacing beautiful historic buildings with large windows and architectural character, as well as livable spaces). The list goes on and on... we should be talking livable neighborhoods, with preservation of architectural history and context and creating of new parks (not just hardscaped plazas and such) at the top of the list.

So-called Smart or Focussed Growth (the terminology doesn't matter, whatever you choose to call it) is detracting from the public commons.... Gone are porches, greenery, orientation to the life of the street (because Oakland, after all is a scary place to live), so the new projects all turn inward, contributing to the ongoing decline of public life. Smart Growth, in fact, should look at reducing crime, improving schools, and a host of other liveability factors; it should not be about cramming more people into smaller and smaller generic boxes near BART stations.

In short, put all the elements for a liveable community in place first - adequate local transit, car sharing, preservation of community and historic spaces, introduction of new parks, good nearby schools, a sense of community and connectedness and crime reduction strategies.... Then you may build, with the help of a sensitive architect. Otherwise, no go.

I am not sure if anyone will really read this.... I am having the bizarre sense that anyone who is not with the Smart Growth program is not really welcome in this discussion. But I feel obligated to convey my feelings on this matter, as someone who has worked, lived and played in

#18

Oakland for most of my life and raised a child here.

Kathryn Hughes

Bicycle/Pedestrian Planning Consultant

City of Oakland

Community and Economic Development Agency

Design and Construction Services Department

Transportation Services Division

250 Ogawa Plaza, Suite 4344

Oakland, CA 94612

Phone: (510) 238-6493

FAX: (510) 238-7415

#19

From: Ursula Vogler
To: Eleanor Bloch
CC: MTC info
Date: 4/9/2009 1:19 PM
Subject: Response to Transportation 2035 Comment

Dear Ellie:

Thank you for your email comment on the Draft Transportation 2035 Plan sent on March 27. Your comments on seniors will be forwarded to MTC's Planning Committee on the April 10, 2009.

MTC shares your view that the Bay Area's senior population is growing, and the Plan outlines the increased need of both paratransit and specialized mobility services to accommodate this growth. MTC plans to implement mobility management as a strategy to improve transportation options for the public and improve coordination among transportation providers for seniors, persons with disabilities and low-income populations.

Thank you again for your comments, and for your continued service on the Elderly and Disabled Advisory Committee. We appreciate your ongoing participation in the Transportation 2035 planning process. The Commission is expected to adopt a final version of the Transportation 2035 Plan on April 22, 2009.

Best regards,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov

>>> "Ellie Bloch" <ebloch@pacbell.net> 3/27/2009 10:33 AM >>>
Enclosed are the thought of the our Dept. head of the Commission on Aging
and also reflect my feelings.
Can you pass this on for me as I had other issue I had to address this week
and could not manage to go to the meeting on Wednesday. Thanks in advance
Ellie Bloch EDAC

-----Original Message-----

From: Trunzo, Nicholas [mailto:NTrunzo@co.marin.ca.us]
Sent: Friday, March 27, 2009 10:12 AM
To: Ellie Bloch
Subject: RE: MTC Reopens Public Comment on Bay Area Transportation Plan

I think it is always good to reiterate that notion that we have a rapidly growing older adult population in Marin and throughout the Bay Area, and that older adult transportation options must be adequately represented in any plan. Older adult mobility issues are becoming the

#19

major transportation challenge for this era.

-----Original Message-----

From: Ellie Bloch [mailto:ebloch@pacbell.net]

Sent: Wednesday, March 25, 2009 9:14 PM

To: Trunzo, Nicholas

Subject: FW: MTC Reopens Public Comment on Bay Area Transportation Plan

Is there any area hat you feel I should make a comment. Ellie

-----Original Message-----

From: MTC info [mailto:Minfo@mtc.ca.gov]

Sent: Wednesday, March 25, 2009 1:28 PM

To: MTC info

Subject: MTC Reopens Public Comment on Bay Area Transportation Plan

Update:

March 25, 2009... MTC staff presented the recommended changes to the Draft Transportation 2035 Plan at today's Commission meeting. The recommended changes include technical revisions to the 25-year revenue forecasts, updates to transit related financial forecasts, and recommendations to address transit sustainability. To view and/or download the PowerPoint presentation describing the recommended changes to the Draft Plan and revisions to Appendix 1-Projects By County, go to the March 25 Commission meeting agenda: <http://apps.mtc.ca.gov/events/agendaView.akt?p=1250>

The public is invited to provide comments on these changes to the Draft Plan. The comment period starts on March 25, 2009 and closes at 4 p.m. on April 8, 2009. Written comments must be received at MTC by 4 p.m. on Wednesday, April 8, 2009 via mail at 101 Eighth Street, Oakland, CA 94607, Attn: Public Information, via E-mail to info@mtc.ca.gov, or faxed to MTC at 510/817-5848, Attn: Public Information.

The Final Transportation 2035 Plan, and companion Final Environmental Impact Report and Final Conformity Analysis, are slated for review and approval at the April 10, 2009 Planning Committee and April 22, 2009 Commission meetings.

From: Liz Brisson
To: Scott Stokes
CC: Al Boro; MTC info; Robert Haus; Steve Kinsey; Susan Adams
Date: 4/2/2009 10:39 AM
Subject: Re: Comments: Draft Bay Area Transportation Plan 2035,the Metropolitan Transportation Commission (MTC)

Dear Mr. Stokes,

Thank you for your comments on the Transportation 2035 Plan. Your letter asks whether a project that adds an auxiliary lane on U.S. 101 near San Rafael to relieve traffic congestion is included in the plan.

MTC worked closely with the nine congestion management agencies (CMAs), including TAM in Marin County, to develop the program of projects included in the Draft Transportation 2035 Plan. Each CMA prioritized projects within their jurisdiction to receive new discretionary funds anticipated to be available over the 25-year horizon. These projects are all listed in Appendix One which begins on page 85 of the Draft Plan (available online http://www.mtc.ca.gov/planning/2035_plan/).

The project you describe, an auxiliary lane on U.S. 101 near San Rafael, is included in the Transportation 2035 Plan. It appears as Project # 22437, "Construct auxiliary lanes at various locations along U.S. 101 and provide bus-on-shoulder options where feasible" (p. 107 in Draft Plan). Additional description of the project is as follows, "Construct southbound auxiliary lanes near the following interchanges: Freitas Parkway, Miller Creek Road, Andersen Drive, and Sir Francis Drake Boulevard; construct an on-ramp to Highway 37 from northbound Nave Drive; examine feasibility of bus-on-shoulder options." This project description will appear in the Project Notebook, which will be published towards the end of May 2009.

In addition, the Transportation 2035 Plan invests in other projects that aim to reduce traffic congestion, including on U.S. 101 in Marin County. These projects include the Freeway Performance Initiative and the Regional HOT Network (for more information on these projects see pp. 52-63 of the Draft Plan).

We will forward your comments on to the full Commission. The Commission is expected to adopt a final version of the Transportation 2035 Plan at their next meeting on April 22, 2009. Thank you for your time and interest in the Transportation 2035 Plan.

Sincerely,

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> Scott Stokes <macscottcu@mac.com> 3/27/2009 10:01 AM >>>
Attn: Public Information:

The reason Marin County continues and will continue to experience a crippling traffic backup on 101 during the peak of the AM rush, 7:30AM to 8:30AM is the simple fact that our transportation planning agency, TAM, choose not to put in a greatly needed SB 101 exit only lane (aux. lane) from North San Pedro Ave. or Freitas Parkway to Central San Rafael.

Can you please tell me if there is such a project in the "Bay Area Transportation Plan 2035" for an addition of a SB 101 aux. lane into Central San Rafael. And if not, why not?

I would greatly appreciate your timely response to these questions. I am always available to talk with at the number below.

Scott Stokes
369 Orange Blossom Lane
San Rafael, CA 94903

Mobile: 415-246-9156

macscottcu@mac.com

From: Liz Brisson
To: Scott Stokes
CC: DSteinhauser@tam.ca.gov; MTC info
Date: 4/6/2009 8:38 AM
Subject: Re: Comments: Draft Bay Area Transportation Plan 2035,the Metropolitan Transportation Commission (MTC)

Dear Mr. Stokes,

I confirmed the scope of the project with Dianne Steinhauser, Executive Director of TAM. The TAM board approved a list of auxiliary lanes that had been addressed through previous studies in Marin County and showed clear operational benefit. The TAM board did not support the inclusion of the auxiliary lane at the Central San Rafael exit in the description of auxiliary lanes to be included in the Transportation 2035 Plan (and approved) by TAM. If the lane mentioned does prove to be necessary, then TAM will consider it in the next Regional Transportation Plan. TAM and Caltrans have coordinated to determine the lane will not be needed in the next 5 to 10 years, but could become necessary in later years. Please contact Dianne (cc-ed here) directly with any other questions regarding this project. I will work with TAM to ensure the accuracy of the project description in the Project Notebook.

Your second email will be included in the public record of comments on the Transportation 2035 Plan and shared with the full Commission. Thank you.

Sincerely,

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> Scott Stokes <macscottcu@mac.com> 4/2/2009 12:34 PM >>>
Dear Ms. Brisson,

Thanks for getting back to me.

I'm concerned that the "additional description" of this project in the "Project Notebook" as you quoted does NOT, in fact, include the Central San Rafael exit, the one MAJOR exit on 101 in all of Marin that does not have an exit only lane (aux. lane) feeding it. Miller Creek Road, Andersen Drive (questionable definition here) already have them! Sir Francis Drake Boulevard only has room for a short aux. lane but certainly can benefit from one. Without a SB exit only lane on 101 at Central San Rafael, even with the recent addition of the SB HOV lane (total 4 lanes), the traffic slows to 40 mph or less on the stretch from 37 to Central San Rafael on weekday mornings, centered around the 7:40AM to 8:30AM time frame. The Marin Backup continues...

Would you please make sure that the Central San Rafael "interchange" is listed as a site for a SB 101 Auxiliary Lane and the others that already have them are removed. Since this is the feeder off-ramp for the major Transportation Center in Marin, a location of many city owned parking garages (current and under construction), to say

nothing of San Rafael being a major downtown commercial center, not having a continuous Auxiliary Lane starting from the North San Pedro SB on-ramp (Marin Civic Center) and ending at the Central San Rafael exit seems incompetent and irresponsible planning to me. If there is a problem in adding this "interchange" to the project description, please let me know.

Please forward the above new comments onto the full Commission.

Anyone reading this can contact me at the number below.

Thanks Liz for your assistance in this matter.

Scott Stokes
369 Orange Blossom Lane
San Rafael, CA 94903

Mobile: 415-246-9156

macscottcu@mac.com

On Apr 2, 2009, at 10:39 AM, Liz Brisson wrote:

- > Dear Mr. Stokes,
- >
- > Thank you for your comments on the Transportation 2035 Plan. Your
- > letter asks whether a project that adds an auxiliary lane on U.S. 101
- > near San Rafael to relieve traffic congestion is included in the plan.
- >
- > MTC worked closely with the nine congestion management agencies
- > (CMAs),
- > including TAM in Marin County, to develop the program of projects
- > included in the Draft Transportation 2035 Plan. Each CMA prioritized
- > projects within their jurisdiction to receive new discretionary funds
- > anticipated to be available over the 25-year horizon. These projects
- > are all listed in Appendix One which begins on page 85 of the Draft
- > Plan
- > (available online http://www.mtc.ca.gov/planning/2035_plan/).
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- > The project you describe, an auxiliary lane on U.S. 101 near San
- > Rafael, is included in the Transportation 2035 Plan. It appears as
- > Project # 22437, "Construct auxiliary lanes at various locations along
- > U.S. 101 and provide bus-on-shoulder options where feasible" (p. 107
- > in Draft Plan). Additional description of the project is as follows,
- > "Construct southbound auxiliary lanes near the following
- > interchanges: Freitas Parkway, Miller Creek Road, Andersen Drive, and
- > Sir Francis Drake Boulevard; construct an on-ramp to Highway 37 from
- > northbound Nave Drive; examine feasibility of bus-on-shoulder
- > options." This project description will appear in the Project
- > Notebook, which will be published towards the end of May 2009.
- >

> In addition, the Transportation 2035 Plan invests in other projects
> that aim to reduce traffic congestion, including on U.S. 101 in Marin
> County. These projects include the Freeway Performance Initiative and
> the Regional HOT Network (for more information on these projects
> see pp.
> 52-63 of the Draft Plan).

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> We will forward your comments on to the full Commission. The
> Commission is expected to adopt a final version of the Transportation
> 2035 Plan at their next meeting on April 22, 2009. Thank you for your
> time and interest in the Transportation 2035 Plan.

>
> Sincerely,

>
> Liz Brisson
> Assistant Transportation Planner/Analyst
> Metropolitan Transportation Commission
> 101 Eighth Street | Oakland, CA 94607
> 510-817-5794

>
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>>> Scott Stokes <macscottcu@mac.com> 3/27/2009 10:01 AM >>>
> Attn: Public Information:

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> The reason Marin County continues and will continue to experience a
> crippling traffic backup on 101 during the peak of the AM rush,
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> agency, TAM, choose not to put in a greatly needed SB 101 exit only
> lane (aux. lane) from North San Pedro Ave. or Freitas Parkway to
> Central San Rafael.

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> Can you please tell me if there is such a project in the "Bay Area
> Transportation Plan 2035" for an addition of a SB 101 aux. lane into
> Central San Rafael. And if not, why not?

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> I would greatly appreciate you timely response to these questions. I
> am always available to talk with at the number below.

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> Scott Stokes
> 369 Orange Blossom Lane
> San Rafael, CA 94903

>
> Mobile: 415-246-9156

>
> macscottcu@mac.com

>
>
>
>

From: Liz Brisson
To: Scott Stokes
CC: DSteinhauser@tam.ca.gov; MTC info
Date: 4/6/2009 10:59 AM
Subject: Re: Comments: Draft Bay Area Transportation Plan 2035,the
MetropolitanTransportation Commission (MTC)

Mr. Stokes,

I will work with TAM to ensure that the project description in the Project Notebook is accurate and does not describe auxiliary lanes that already exist. Please refer any additional questions on this project directly to TAM.

Regarding projects listed in Appendix One, the listing includes current projects that have not yet been completed as well as future projects. The Project Notebook, which will be published in late May or early June, will include project completion date information, as available.

This entire string of emails will be included in the public record.

Sincerely,

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> Scott Stokes <macscottcu@mac.com> 4/6/2009 10:41 AM >>>
Hi Liz,

Thanks for your response.

Please keep in mind my earlier remarks. One of them being that there is already an auxiliary lane(s) at Miller Creek. Why would they be in the plan? You did not refer to that matter in your response below. You might have guessed that I have a rather low opinion of the leadership at TAM. This is only one example. As you say, your "work with TAM to ensure the accuracy of the project description in the Project Notebook" should include a thorough verification of any project statement including it's accuracy and validity. Case in point, Miller Creek Road already has auxiliary lanes, both SB and NB on 101 approaching the Miller Creek Road interchange and an auxiliary lane NB leaving Miller Creek Road ending at the next interchange at Nave Drive! Google Maps or MapQuest will easily verify the facts. Exit volumes at Miller Creek Road and Central San Rafael are not even comparable!

Any statement like "TAM and Caltrans have coordinated to determine the lane will not be needed in the next 5 to 10 years" I find hard to believe, and I would think you should investigate the source of such a remark directly with Caltrans management instead of taking some ones word for it. If ever there was a place in Marin County that

needs an auxiliary lane, SB 101 at Central San Rafael is a clear choice, even now causing AM rush period traffic congestion. There are two (2) auxiliary lanes NB into Central San Rafael. And not considering it for inclusion in a plan that has a 25 year time horizon is, as I stated before, "seems incompetent and irresponsible planning to me."

As you did before, please also include this email in the public record of comments on the Transportation 2035 Plan and share it with the full Commission. Please including the complete email thread below.

Again, thanks for your response.

P.S. The listing of projects in the 2035 Plan seems to list past and current projects besides the important future projects that are part of your plan. Shouldn't the plan list just the proposed future projects, not past and current projects unless clearly identified with actual or expected completion dates.

Call anytime.

Scott Stokes
369 Orange Blossom Lane
San Rafael, CA 94903

Mobile: 415-246-9156

macscottcu@mac.com

On Apr 6, 2009, at 8:38 AM, Liz Brisson wrote:

- > Dear Mr. Stokes,
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> Sincerely,
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> Metropolitan Transportation Commission
> 101 Eighth Street | Oakland, CA 94607
> 510-817-5794
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> Scott Stokes
> 369 Orange Blossom Lane
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>> Scott Stokes
>> 369 Orange Blossom Lane
>> San Rafael, CA 94903
>>
>> Mobile: 415-246-9156
>>
>> macscottcu@mac.com

#21

From: John Goodwin
To: Cory Borovicka
CC: info@mtc.ca.gov
Date: 4/1/2009 4:26 PM
Subject: Re: T-2035 Comments (Borovicka) Motorcycles

Dear Mr. Borovicka:

Thank you for the comments you submitted regarding the Draft Transportation 2035 Plan. You are correct that the Draft Plan does not specifically mention motorcycles or scooters. We agree that motorcycles can contribute to reductions in traffic congestion and commute times, as well as alleviate the parking crunch in urban areas.

The Draft Transportation 2035 Plan quite clearly aims to improve the condition of our transportation assets -- including the pavement on our streets and highways -- and to improve safety to reduce both collisions and fatalities. These are investments that will pay dividends for motorcyclists as well as car drivers, bicyclists and pedestrians.

Your comments will be forwarded to the full Commission, which is scheduled to vote on a final version of the Transportation 2035 Plan on April 22. In the meantime, we invite you to continue to share your thoughts with MTC.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> Cory Borovicka <cory@companion-group.com> 3/30/2009 2:46 PM >>>

Dear MTC,

I would like to comment that the 2035 draft plan largely ignores motorcycles while trying to address traffic congestion. Motorcycles play a major role in reducing commute times and congestions along with parking requirements. The extremely mild weather of the bay area makes motorcycle commuting more realistic than any other area of the country. There are largely no provisions to encourage motorcycle ridership in the current plan. Not taking steps to include motorcycles in the 2035 plan not only misses the traffic benefits of motorcycles but puts riders at increased injury risk. At a minimum the plan needs to address how automobile traffic safely interacts with motorcycle traffic, currently it does not.

Regards,

Cory Borovicka
482 58th St
Oakland, CA 94609

#21

From: John Goodwin
To: Cory Borovicka
CC: info@mtc.ca.gov
Date: 4/3/2009 4:11 PM
Subject: Re: T-2035 Comments (Borovicka) Motorcycles Part 2

Dear Mr. Borovicka:

You raise an interesting point about the lane separation methods chosen for highways in various states. Your additional recommendations, as well as your original comments about the inclusion of motorcycle travel during the Transportation 2035 planning process, will be forwarded to the full Commission.

We thank you very much for your comments and for your interest in regional transportation issues. We invite you to continue to share your observations with MTC in the months ahead as we begin implementing the Transportation 2035 Plan.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> Cory Borovicka <cory@companion-group.com> 4/3/2009 3:56 PM >>>

Mr Goodwin,

Thank you for your response. In regards to future pavement conditions and motorcycle, California lane separating dots-"bots dots" are very slippery on motorcycle tires especially when wet. Many other states use a reflector that is sunken into the surface that provides audio and visual cues without in dangering motorcycles. I would like the 2035 plan to consider and study using an alternate lane making system.

Regards,

Cory Borovicka

John Goodwin wrote:

> Dear Mr. Borovicka:

> Thank you for the comments you submitted regarding the Draft Transportation 2035 Plan. You are correct that the Draft Plan does not specifically mention motorcycles or scooters. We agree that motorcycles can contribute to reductions in traffic congestion and commute times, as well as alleviate the parking crunch in urban areas.

> The Draft Transportation 2035 Plan quite clearly aims to improve the condition of our transportation assets -- including the pavement on our streets and highways -- and to improve safety to reduce both collisions and fatalities. These are investments that will pay dividends for motorcyclists as well as car drivers, bicyclists and pedestrians.

> Your comments will be forwarded to the full Commission, which is scheduled to vote on a final version of the Transportation 2035 Plan on April 22. In the meantime, we invite you to continue to share your thoughts with MTC.

>

>

> John Goodwin

#21

> Public Information Officer
> Metropolitan Transportation Commission
> MetroCenter, 101 Eighth Street
> Oakland, CA 94607
> Phone: (510) 817-5862
> Fax: (510) 817-5848
> email: jgoodwin@mtc.ca.gov
>
>
>>>> Cory Borovicka <cory@companion-group.com> 3/30/2009 2:46 PM >>>
> Dear MTC,
> I would like to comment that the 2035 draft plan largely ignores
> motorcycles while trying to address traffic congestion. Motorcycles play
> a major role in reducing commute times and congestions along with
> parking requirements. The extremely mild weather of the bay area makes
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> current plan. Not taking steps to include motorcycles in the 2035 plan
> not only misses the traffic benefits of motorcycles but puts riders at
> increased injury risk. At a minimum the plan needs to address how
> automobile traffic safely interacts with motorcycle traffic, currently
> it does not.
> Regards,
> Cory Borovicka
> 482 58th St
> Oakland, CA 94609
>
>

#22

From: Doug Kimsey
To: Michael Ludwig
CC: MTC info
Date: 4/2/2009 10:52 AM
Subject: Re: Comments on Draft Transportation 2035 Plan

Mr Ludwig - Thanks for your additional comments on the T-2035 plan. I provide the following responses:

1. We are presently estimating \$6.1 billion in year of escalated net revenues after buildout of the HOV/HOT Network. Despite the recent economic downturn, one thing we are fairly confident of is that the region will continue to add people and jobs over time, which will create more drivers/congestion, which in turn will make available capacity in the HOT lanes all that more valuable. We think the estimate is somewhat conservative, however we recognize that we need to do more projections as the network phasing plan begins to take shape.

2. No decisions have been made on how net HOT revenues should be spent. Staff generally agrees that the revenues should be spent on transit as an alternative for those not able to pay the toll price. It's also likely that the revenues could be used not only to supplement operating shortfalls, but could also be available for new transit services.

3. Defining a logical service network will be one of the key tasks of MTC's upcoming Transit Sustainability Analysis. We would agree that not all AC/BART or Samtrans/Caltrain/BART service is duplicative and can serve different markets. However, emerging financial difficulties may limit how well these various markets get served in a particular travel corridor without re-assessing service levels or developing new funding sources.

Thanks again for your interest. Your comments will be forwarded to the Commission for further consideration.

Doug Kimsey
Planning Director
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

Ph: 510.817.5790
Fax: 510.817.5848
email: dkimsey@mtc.ca.gov

>>> Michael Ludwig <mludwig24@sbcglobal.net> 4/1/2009 2:02 AM >>>
This letter is about MTC's Draft Transportation 2035 Plan. I have recently been informed of a couple things about this plan that worry me. The first is about HOT lane revenue forecasts and the shortfall for operations funding for the region's transit agencies, and the second is about what MTC considers duplication of service.

I have recently been informed that MTC is counting on there being a lot of HOT lane revenue (up to \$1.7 billion by 2020, which apparently breaks down to \$1 million per day). Yet I am told that elsewhere in the country, HOT lane revenues have not greatly exceeded the cost to maintain the HOT lanes and collect the revenue. While I still think the network of HOT lanes is a good idea, subject to what I said in my earlier letter (sent during the wee early morning hours of 22 Feb.),

#22

I am worried that MTC's revenue forecasts for the HOT lanes are just as much of a fantasy as the claim was that the BART extension from Colma to Millbrae would generate operating profits to pay for the BART extension to Warm Springs. I am also worried that MTC projects shortfalls in operations funding for most (if not all) of the region's transit agencies. The last thing I want to see is service cuts, but that will almost certainly happen if MTC doesn't fill in these gaps in operations funding. Therefore, I am writing to ask MTC to devote all possible money, including HOT lane revenues, to operations funding for the region's transit agencies, and to only use HOT lane revenue for capital projects *after* the shortfall in that jurisdiction's operations funding for its transit agency has been completely filled.

I am also worried that MTC considers some service duplicative when it really isn't. A great example is AC Transit, BART, and ferries all serving the East Bay to San Francisco corridor. These different agencies really serve different markets, so they are not duplicative. For example, I recall that AC Transit restructured its Transbay service a few years ago so that most, if not all, of these routes serve areas away from BART stations; few of these routes serve a BART station in the East Bay. Similarly, the ferries come from parts of the East Bay away from BART stations, and because the ferries allow eating and drinking on board, they serve a different market than BART and AC Transit do. I also disagree with MTC's assessment that in San Mateo County, BART, CalTrain, and SamTrans are duplicative. BART serves a different, longer route between Millbrae and San Francisco than CalTrain does, and few SamTrans routes offer a viable alternative to either rail service, because most SamTrans routes are structured to provide service in areas away from BART and CalTrain stations.

Those are my concerns with what MTC has put in the Draft Transportation 2035 Plan. In summary, I am asking for shortfalls in operations funding to be filled in before devoting money, esp. HOT lane revenues, to capital projects in a jurisdiction, and for MTC to not consider different agencies' service duplicative when the agencies serve different markets. Thank you in advance for reading my whole letter.

#23

From: Ellen Griffin
To: Fredrick Schermer; MTC info
CC: MTC info
Date: 4/9/2009 9:27 AM
Subject: Re: Comment Draft Transportation 2035 Plan.

Mr. Schermer,

Thank you for taking the time to comment on the Draft 2035 Plan. Your comments focus on the composition of governing boards for transportation agencies and the decision-making process for alignment and design features of specific projects. In particular, you state that MTC should get involved in selection of board members who make decisions about specific transportation projects. You reference two examples. The first one -- the BART Board -- is comprised of members directly elected by Bay Area residents. Your second example -- the California High Speed Rail Authority -- is governed by a board prescribed under state law, with members appointed by the Legislature and the governor. The Transportation 2035 Plan does not determine specific project designs or features; rather it is a broad blueprint for basic policies and funding.

I encourage you as a concerned individual to get involved at the project level to try and inform and influence the decisions that are made. Thanks again for your thoughtful comments.

Ellen Griffin
MTC Legislation and Public Affairs

>>> Fredrick Schermer <fredrick_schermer@dot.ca.gov> 4/2/2009 10:31 AM >>>
Dear Commission,

Though working in the transportation planning field, I'd like to personally comment on the Draft Transportation 2035 Plan, and I hope you can accept the angle from which I am commenting on this plan.

I have noticed that not the rules and regulations bring us to the desired outcomes alone. Of as much importance is the initial choice of which agency becomes the lead agency for a transportation project or who sits on the board. This is an undesired side-effect contained within the planning process, because some parts of the outcome are then already made beforehand (parts of an outcome that no input can undo).

I will give you two transit examples, and that should show you that my desire for transit improvements are much in line with MTC's goals and statements on paper: the eBART project has exactly that outcome that the lead agency desires, even though the best outcome (for the people of eact CCC and the environment) is not identical to what the lead agency desires. The BRT Alternatives, for instance, as investigated in the eBART Draft EIR are not reasonable Alternatives; one BRT Alternative is shown as far more expensive than it would be in reality, while another received so many outlandish add-ons, it became extremely expensive. Had not BART, but Tri Delta Transit (or any other bus agency) been the lead agency the outcome would have been different (I have no doubts about this). This first example points already to the grave warping contained within our planning process.

#23

The second example is the High-Speed Rail Authority. The selected people on the board made the choice for the HSR alignment based on all kinds of political decisions and not based on the product of High-Speed Rail itself. The result is like building a cage with a seven foot ceiling for the little giraffe we are going to buy; it will fit the cage right away, but the end result is not going to be as pretty as possible. The chosen alignment contains quite severe limitations to the system that only non-transit (or inexperienced transit) people would make. I checked the board five years ago: only one of the ten board members had a university degree in transit, and only two had substantial experience in transit. All other 7 were appointed because of no good reasons (other than political importance), there was no good economist among them. The result is very much what these people wanted (if I remember correctly, they all lived along the chosen alignment, except for the one with the transit degree). The warped outcome was the same as the warping already contained within the choice of board members.

No real discussion was ever done in public to get to the alignment we have today because it was decided in broad brushes already (7 foot ceiling for the giraffe cage); no transit or economy specialists were consulted (and given decision power). The current alignment would never have passed if this were a European nation; it is simply too expensive for a product that does not maximize the possible results (though the commercials for HSR all tout it is going to be just great).

That's my comment: if you want the best result for us, too, we must take out the 'royal' involvement at the beginning of the process. MTC has a far more important role to play by helping appoint unbiased members on boards and committees willing to listen to product-based reasoning instead of geopolitical important belly-dancing. California is politically too balkanized to let the members come to the best results on their own accord, and we all know that balkanization automatically contains moments of shooting one's own foot. My comment is the desire of having you step in so the set-up of boards and agencies are focused more on the best results possible and less on fulfilling their self-interests. I feel we are moving in the better direction, but the drama of the commons is still being played out within the planning process.

I hope this comment fits the Draft Transportation 2035 Plan. Sometimes that what is not specifically mentioned may still be the most important undermining aspect that stands in the way of achieving the best results we will live with for a long time.

Thank you for your time.

Best regards,

Fredrick Schermer
System and Regional Planning
Caltrans - District 4
Phone: 1(510)286-5557
Fax: 1(510)286-5513

#24

From: John Goodwin
To: Michael Toschi
CC: info@mtc.ca.gov
Date: 4/6/2009 9:52 AM
Subject: Re: T-2035 Comment (Toschi) Marin County Street Renaming

Dear Mr. Toschi:

Thank you for your latest comment on the Draft Transportation 2035 Plan. Your recommendation will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on April 22.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "Michael Toschi" <matoschi@att.net> 4/4/2009 9:30 PM >>>

Another comment I would like you to add is to rename 5th Avenue in San Rafael (Marin County) to 5th Street because of all the other numbered streets in San Rafael having the word "street" instead of the word "avenue", in the title, ok?

From: John Goodwin
To: Michael Toschi
CC: info@mtc.ca.gov
Date: 4/8/2009 2:53 PM
Subject: Re: T-2035 Comments (Toschi) San Mateo Co. and Santa Clara Co. Auto Travel Improvements

Dear Mr. Toschi:

Thank you for your comments on the Draft Transportation 2035 Plan, and for your recommendations about improving automobile travel through San Mateo and Santa Clara counties. Your comments will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan later this month.

John Goodwin
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Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
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Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "Michael Toschi" <matoschi@att.net> 4/7/2009 3:36 PM >>>
Could you please add these comments to the Final Transportation 2035 Plan?:

San Mateo County:

- A connector from southbound I-280 to Highway 92.
- An HOV lane conversion on Highway 101, from Whipple Avenue to San Francisco.
- Extend Marsh Road and/or Willow Road to El Camino Real.
- Make Alma Street in Menlo Park to connect with the Alma Street in Palo Alto.
- Make Theatre Way in Redwood City a two-way street and/or re-route Middlefield Road on its own alignment (as Middlefield Road)
- Modify the Ralston Avenue eastbound Highway 92 off-ramp from a loop off-ramp to a diagonal off-ramp.
- To close the Holly Street/Highway 101 interchange ramps or construct a complex interchange (like the Embarcadero Road/Oregon Expressway interchange in Palo Alto, California), to accommodate Brittan Avenue northbound ramps.
- Extend I-380, west of the I-380/I-280 interchange.
- Add southbound ramps to the Peninsula Avenue/Highway 101 interchange.
- Construct a flyover ramp over San Bruno Avenue on the San Bruno Avenue/I-280 northbound off-ramp to connect with the Sneath Lane/I-280 northbound off-ramp (to prevent the stop at the the San Bruno

Avenue/I-280 northbound ramps intersection).

- Extend I-380, east of the I-380/Highway 101 interchange.

- Construct a flyover ramp over San Bruno Avenue on the San Bruno Avenue/I-280 southbound off-ramp to connect with the San Bruno/I-280 southbound on-ramp (to prevent the stop at the the San Bruno Avenue/I-280 southbound ramps intersection), (for motorists leading from the Sneath Lane/I-280 southbound on-ramp to on I-280 south).

Santa Clara County:

- Upgrade Highway 17, from Los Gatos to Santa Cruz to full freeway standards.

- Add a connector from southbound Highway 85 to northbound Highway Highway 101 to complete the Highway 85/Highway 101 interchange in San Jose (I believe this is actually a VTA programed project)?

- Ramp metering on the De Anza Boulevard I-280 on-ramp.

- Add a connector from northbound Highway 101 to southbound Highway 85 and add a connector from northbound Highway 85 to southbound Highway 101 to complete the Highway 85/Highway 101 interchange in Mountain View.

#25

From: John Goodwin
To: Czl
CC: info@mtc.ca.gov
Date: 4/7/2009 4:31 PM
Subject: Re: T-2035 Comments (Lev) Motorcycle Travel Improvements

Dear Mr. Lev:

Thank you for the thoughtful comments you submitted regarding the Draft Transportation 2035 Plan. We agree that motorcycles are an efficient form of transportation that can contribute to reductions in traffic congestion and commute times, as well as alleviate the parking crunch in urban areas.

Please understand that current financial conditions will make it difficult to pursue any policy changes that would result in a loss of toll revenue. Indeed, due to a combination of declining toll revenues, higher borrowing costs resulting from continued turmoil in the municipal bond market and the need to finance seismic retrofits of the Dumbarton and Antioch bridges, the Bay Area Toll Authority is expected to consider options later this year for changes in the toll schedule that could end the Bay Area tradition of free passage for carpoolers. Under two proposals already introduced, carpools would receive a toll discount but would no longer qualify for toll-free crossings.

With regard to safety improvements for motorcycles, the Draft Transportation 2035 Plan aims to improve the condition of all our transportation assets -- including the pavement on our streets and highways -- and to improve safety to reduce both collisions and fatalities. These are investments that will pay dividends for motorcyclists as well as car drivers, bicyclists and pedestrians. Your additional recommendations for requiring the use of traction coating on exposed metal joints and on metal repair plates are most interesting. These requirements likely would necessitate a change in state law, so you may wish to contact your state Senator or Assemblymember to pursue new legislation.

All of your comments will be forwarded to the full Commission, which is scheduled to vote on a final version of the Transportation 2035 Plan on April 22. In the meantime, we thank you again for your comments and recommendations, and invite you to continue to share your thoughts with MTC.

John Goodwin
Public Information Officer
Metropolitan Transportation Commission
MetroCenter, 101 Eighth Street
Oakland, CA 94607
Phone: (510) 817-5862
Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "Czl" <gdcommuter@comcast.net> 4/6/2009 10:56 AM >>>

In an effort to encourage safety and gas efficiency, to reduce wear on infrastructure, and to reduce congestion, I whole-heartedly insist on the following:

- a.. Require traction coating on all exposed metal joints on bridges, and on all metal (construction) repair plates.
- b.. Eliminate the "cash" option from any and all carpool toll lanes - carpool qualified vehicles only.
- c.. Allow any legally defined motorcycle to cross any Bay Area bridge at no charge from 5a.m. until 7p.m., Monday through Friday.

Encourage the ultimate in efficient transportation - MOTORCYCLING

#25

Thank you,

Christopher Lev
California State public safety employee (DCA) #07-101
Safety Officer, Vallejo Harley Owners Group, Chapter #2420
Dailey motorcycle commuter

27 Vendola Drive
San Rafael CA
94903

415 472-1982

#26

From: John Goodwin
To: ricky freed
CC: info@mtc.ca.gov
Date: 4/7/2009 4:35 PM
Subject: Re: T-2035 Comments (Freed) Motorcycle Safety

Dear Mr. Freed:

Thank you for the thoughtful comments you submitted regarding the Draft Transportation 2035 Plan. We agree that motorcycles are an efficient form of transportation that can contribute to reductions in traffic congestion and commute times, as well as alleviate the parking crunch in urban areas.

Please understand that current financial conditions will make it difficult to pursue any policy changes that would result in a loss of toll revenue. Indeed, due to a combination of a slow but steady decline in the number of toll-paid crossings on the Bay Area's seven state-owned bridges, higher borrowing costs resulting from continued turmoil in the municipal bond market and the need to finance seismic retrofits of the Dumbarton and Antioch bridges, the Bay Area Toll Authority is expected to consider options later this year for changes in the toll schedule that could end the Bay Area tradition of free passage for carpoolers. Under two proposals already introduced, carpools would receive a toll discount but would no longer qualify for toll-free crossings.

With regard to safety improvements for motorcycles, the Draft Transportation 2035 Plan aims to improve the condition of all our transportation assets -- including the pavement on our streets and highways -- and to improve safety to reduce both collisions and fatalities. These are investments that will pay dividends for motorcyclists as well as car drivers, bicyclists and pedestrians. Your specific recommendation for mandating the use of traction coating on exposed metal joints and on metal repair plates is most interesting. Such a mandate likely would necessitate a change in state law, so I encourage you to contact your state Senator or Assemblymember to pursue new legislation.

All of your comments will be forwarded to the full Commission, which is scheduled to vote on a final version of the Transportation 2035 Plan on April 22. In the meantime, we thank you again for your comments and recommendations, and invite you to continue to share your thoughts with MTC in the future.

John Goodwin
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Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> ricky freed <bear1@berkeley.edu> 4/6/2009 11:11 AM >>>

In an effort to encourage safety and gas efficiency, reduce wear on infrastructure, and to reduce congestion, I strongly suggest incorporating the following:

- * Require traction coating on all exposed metal joints on bridges, and on all metal (construction) repair plates.
 - * Eliminate the "cash" option from any and all carpool toll lanes - carpool qualified vehicles only.
 - * Allow any legally defined motorcycle to cross any Bay Area bridge at no charge from 5am until 7pm, seven days a week (for those who work/commute on days other than Monday through Friday).
- Encourage the ultimate in efficient transportation - MOTORCYCLING

#26

Thank you for your time and efforts!

Ricky G. Freed

Data Center Facility Manager and Safety Liaison Officer, Information
Services & Technology; UC Berkeley

Director, Vallejo Chapter; Harley Owners Group (HOG)

Chair, Bay Area Directors of Harley Owners Group (BADHOG)

President, East Bay Chapter 9; Freedom Cruisers Riding Club

#27

From: Doug Kimsey
To: Sherman
CC: MTC info
Date: 4/9/2009 4:41 PM
Subject: Re: Comments on new RTP for the MTC Planning Committee

Sherman - Thanks for your comments. A couple of observations:

1. We will be taking legislative principles for the HOT Network to our Legislative Committee tomorrow for approval. The principles state that priority use for net toll revenues should be for projects that reduce emissions and provide for cost-effective transit projects
2. Santa Clara County has about a third of the proposed HOT lane miles and much of the region's congestion. While the legislative principles stipulate that net revenues generated in a corridor stay in that corridor, it's not unreasonable to assume that Santa Clara County would get close to their projected 1/3rd share-or \$2 billion
3. The HOT revenue estimates are just that - preliminary/planning-level estimates appropriate for the RTP, that will go through more thorough and detailed evaluation as we move through the project development process.
4. While we haven't entirely scoped out the transit sustainability analysis, it's safe to assume that we will seek extensive stakeholder input.

Thanks again for your comments. I will forward your email and my response to the Commission for their consideration.

>>> Sherman <sherman.lewis@csueastbay.edu> 4/6/2009 7:50 PM >>>

Doug --- Please forward these comments to the MTC Planning Committee or advise me the best way to email them.

Comments on new RTP

HOT Revenue

Compared to comprehensive freeway lane and ramp dynamic congestion pricing, HOT lanes are not so hot. However, compared to doing nothing, they may help start a little pricing if they are not used as an excuse to expand capacity.

Given the regressive benefits to the affluent caused by selling off public capacity to them, HOT can only have a progressive benefit if the revenues are used to benefit the less affluent. While MTC may not oppose this concept, the use of HOT revenues is not nailed down yet.

According to a consultant with Valley Transportation Authority, VTA is pretty sure it can reach Milpitas. Even that may mean all the other projects promised by VTA get postponed --- to 2020? 2050? Remember CalTrain? MTC's orphan, always a bridesmaid, never a bride? Always in an extension and electrification plan, never enough money? Or Dumbarton Rail -- the RM2 bait and switch?. The constantly escalating BART price tag recently jumped another two billion more ahead of funding sources, including the recent sales tax measure.

BART to San Jose is a wonderful idea, like BART to the airport. MTC learned nothing from BART to the Airport because it wasn't trying. The Middle Ages built cathedrals; MTC wants BART to San Jose. It is

#27

ultimately a religious commitment, not pragmatic. Hence, MTC wants to use a third of the HOT revenue off the top for ... BART to San Jose. MTC could commit two billion of HOT funds to "backfill" the BART project.

More cost-effective policies are available: CalTrain Metro East via San Jose Airport, Dumbarton Rail, HSR Altamont alignment, pricing reforms, and integration of land use, pricing reforms, and transportation to support free rapid shuttles to urban rail.

TRANSFORM got data from MTC indicating its estimate of over six billion in HOT revenues is based on unrealistically fast implementation, no construction delays, and no inflation problems. Thus, the two billion for BART could be far larger than one third of HOT revenues. In short, premature commitment not only funds a project too expensive for moderate income people to ride, it also gives too much to one county and reduces what should be available for progressive benefits.

My advice to MTC: Don't grab a third off the top for one BART project; commit to equity, not gold-plating; be more transparent; and work with all the interested parties to get agreement on use of HOT funds.

Transit Efficiency and Equity

With over two dozen transit operators in the Bay Area, and little coordination among them, it is helpful that MTC wants to study improving transfer systems and synchronized information and ticketing. Such a study should also include consideration of fairness to the disadvantaged and the effects of changes on various kinds of transit users, like the disabled, youth, and the elderly. The study process should involve stakeholders not only through the advisory committees but with outreach to and participation by many community groups.

--

Sherman Lewis, Professor Emeritus, Political Science
California State University, Hayward
2787 Hillcrest Ave., Hayward CA 94542
510-538-3692 sherman@csuhayward.uswww.quarryvillage.org;
[//class.csueastbay.edu/politicalscience/Sherman_Lewis.php](http://class.csueastbay.edu/politicalscience/Sherman_Lewis.php)

Doug Kimsey
Planning Director
Metropolitan Transportation Commission
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Ph: 510.817.5790
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#28

From: John Goodwin
To: robert@dougcometalfinishing.com
CC: info@mtc.ca.gov
Date: 4/9/2009 10:54 AM
Subject: Re: T-2035 Comments (Berkland) HOT, 511 and Technology

Dear Mr. Berkland:

Thank you for your comments about the Draft Transportation 2035 Plan, and your concerns about investment in the Regional HOT Network and the 511 traveler information system in particular.

We agree that effective strategies for addressing the Bay Area's mobility challenges in the years ahead will rely heavily on technology. Your vision for the use of GPS technology in maximizing freeway throughput is in many ways consistent with work now being done in the field of vehicle infrastructure integration (VII). Under the auspices of the University of California, a Bay Area VII testbed has been established along U.S. 101 in Palo Alto and arterial streets parallel to the freeway. MTC, Caltrans and several automakers are among the participants in these studies.

We thank you again for your recommendations, and for your interest in regional transportation issues. We invite you to continue to share your thoughts with the Commission and with MTC staff in the future. Your comments on the Draft Transportation 2035 Plan will be forwarded to the full Commission, which is scheduled to adopt a final version of the Transportation 2035 Plan on April 22.

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Fax: (510) 817-5848
email: jgoodwin@mtc.ca.gov

>>> "Robert" <robert@dougcometalfinishing.com> 4/7/2009 3:08 PM >>>

I don't like two aspects of the proposed plan. Your HOT lanes are a revenue enhancement for the government and the 511 investment won't help with congestion.

The vision of 2035 has me paying a couple bucks to follow some distracted driver through the Caldecot tunnel at 35 mph and another couple bucks to get back in the afternoon. Or I could check with the 511 system and take Claremont Ave through Berkely and Fish Ranch Rd into Orinda. Either way my 9 minute trip from Lafayette to North Oakland takes 30 minutes.

So don't think all I do is complain without suggesting an alternative, I'd prefer to zip through Orinda at 80 mph and slow to 65 through the Caldecot and get to work in the 9 minutes it should take. This should be doable with existing technology by increasing traffic speed and reducing following distances. After all, a backup from the Caldecot all the way to Walnut Creek is only about 7000 vehicles but they're moving at 15 mph. A single lane through the tunnel moving 65 mph at 2 car lengths following distance allows about 6000 cars per hour to get through just one lane of the tunnel.

This is the "to do" list:

#28

Designate the left two lanes and center tunnel as "commuter" lanes during high traffic times of day.

Allow drivers to exceed the speed limit by up to 15 mph in commuter lanes. Before 7 AM they're doing it anyway and by 8 AM they're down to stop and go.

Make it a violation to follow by more than 5 car lengths in commuter lanes while driving below the speed limit enforced by "red light" cameras along the lanes.

(This much can be done very quickly. The rest requires some time and money)

Require commuter lane users to have GPS systems that broadcast with cell phone or Bluetooth technology their velocity and location and can display locations of vehicles in their and adjacent lanes for ½ mile ahead.

Require commuter lane users to have advanced cruise control which includes brake control--the car breaks itself if following distance is too close.

Install systems to receive and analyze GPS signals and broadcast velocity and location information back to passing vehicles in real time.

So, here's my vision. I slip on to Hwy 24 in Lafayette and turn on my GPS system which gives me a heads up display next to my rear view mirror a line of dots showing the next half mile of traffic. The yellow dots are going my speed with green for faster and red for slower vehicles. I look for room in the commuter lanes and step it up to 75 mph while moving into the lane. I turn on the cruise control for 80 mph being carefully attentive to steering the car. Nine minutes later I exit the commuter lanes and the freeway in Oakland.

I used about a third as much gas as driving 15 mph in traffic which preserves the environment, I saved 20 minutes of my time, and I didn't feel like throwing hand grenades at my fellow commuters.

The other upside of the technology is that a 10 mile traffic jam could accelerate to the speed limit after a traffic incident is cleared. Everyone can start moving at the same time just like a freight train. How about that.

Best regards,

Robert O. Berkland

1073 34TH STREET
OAKLAND, CA 94608
(510) 654-6256
(510) 654-8285 fax

#28

dougcometalfinishing.com

..

#29

From: Ashley Nguyen
To: MTC info; Pam Grove
Date: 4/7/2009 3:03 PM
Subject: Fwd: Re: Conformity Analysis

Pam:
Pls include this reply to the T2035 correspondence received.

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

>>> Ashley Nguyen 4/7/2009 2:44 PM >>>
David:

Do you mean the response to Comment #1? The Response #1 reflects that \$6.1 billion cost estimate information that MTC had from VTA staff and as reported to the CTC in direct response to your Comment #2. Note that we added a footnote to our Response #1 that shows the updated cost to the BART to Silicon Valley extension as being \$7.6 billion. This revised cost estimate was reported by VTA staff to their board on 2/28/09. MTC received this information after this board presentation.

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

>>> David Schonbrunn <David@Schonbrunn.org> 4/7/2009 2:15 PM >>>
Ashley,

I noticed that response to comment #2 has not been updated in the Proposed Final, despite changes in the project cost. Was that intentional?

--David

David Schonbrunn, President
Transportation Solutions Defense and Education Fund (TRANSDEF)
P.O. Box 151439
San Rafael, CA 94915-1439

415-460-5260

David@Schonbrunn.org
www.transdef.org

#29

#29

From: Ashley Nguyen
To: David Schonbrunn
CC: MTC info
Date: 4/9/2009 12:02 PM
Subject: MTC Response Re: T 2035 Expenditures

David:

The revisions to the Draft Plan affected only the transit related financial numbers, not the roadway revenues or expenditures. The \$8 billion in highway expansion is derived from (a) \$4 billion in committed expansion funds for highways from fund sources such as Proposition 1B, Traffic Congestion Relief Program, Regional Transportation Improvement Program county shares, Interregional Transportation Improvement Program, and local transportation sales taxes plus (b) about \$4 billion (out of the \$32 billion in discretionary funds) from the highway expansion projects listed in Appendix 1-Projects by County, which can be found at:

http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1250/Appendix_1_errata.pdf.

Ashley Nguyen
Senior Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
Tel. 510.817.5809 | Fax 510.817.5848

>>> David Schonbrunn <David@Schonbrunn.org> 4/7/2009 2:20 PM >>>
Ashley,

I see you are still using the 3% of expenditures number for highway expansion. Please provide me with a spreadsheet, PDF or other listing of the components in that \$8 billion number.

--David

David Schonbrunn, President
Transportation Solutions Defense and Education Fund (TRANSDEF)
P.O. Box 151439
San Rafael, CA 94915-1439

415-460-5260

David@Schonbrunn.org
www.transdef.org

#30

From: Liz Brisson
To: Jason Meggs
CC: MTC info
Date: 4/9/2009 8:48 AM
Subject: Re: Draft 2035 Comments: Regional Electrified Imperative

Dear Mr. Meggs,

Thank you very much for your comments on the Transportation 2035 Plan. Your letter raises concerns with the future supply of petroleum and suggests the Transportation 2035 Plan focus on supporting a transportation network that is not dependent on petroleum.

The Transportation 2035 Plan funds many projects in accordance with this goal. In fact, of the \$218 billion in revenue projected to be available over the 25-year horizon of the plan, nearly two-thirds (\$141 billion) is dedicated to transit projects. While the region's entire transit fleet is not electrified, many of the larger operators are and those that use petroleum do so much more efficiently than automobiles on a per capita basis. The plan also directs much of the new discretionary funds anticipated to be available to projects that will facilitate the type of behavior change you suggest. This includes the Transportation for Livable Communities program, Regional Bicycle Program, and the Transportation Climate Action Campaign (see pp. 42-76 of Draft Plan for a description of all regional programs).

In addition, MTC, along with the other regional agencies, the Association of Bay Area Governments, the Bay Area Air Quality Management District, and the Bay Conservation and Development Commission have launched the Regional Agencies Climate Protection Program. The agencies, through the Joint Policy Committee (JPC), are developing and implementing a set of initiatives which the Bay Area can undertake to deal with the issues of climate change and global warming. One of the initiatives being pursued is to develop a public/private regional plan for electric vehicles. The climate change program is still in its early stages and could benefit greatly from public input such as yours. You can stay up to date on this program at the JPC website <http://www.abag.ca.gov/jointpolicy/index.htm>

Thank you, again, for your comments. We will be pass them on to the Commission who is expected to adopt the final version of the Transportation 2035 Plan on April 22, 2009.

Sincerely,

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> Jason Meggs <jmeggs@berkeley.edu> 4/8/2009 1:12 PM >>>
MTC:

I am writing to urge you to DRAMATICALLY CHANGE our current trajectory.

The current Transportation 2035 Plan does not adequately take into account the dramatic changes in store due to projected rapid fall-off of petroleum availability, nor does it adequately steer a course for eliminating carbon emissions. The plan does not account for the economic upheaval and suffering that this looming "perfect storm" portends.

#30

A combined approach to these joint problems is essential; we must set a strong and bold course for a very different Bay Area.

First and foremost, a Regional Electrified Transportation System (RETS) for both human and goods transport must be the first priority. Such a system emits essentially no pollution in population centers and long-term can be run entirely on electricity from renewable sources.

Petroleum is too precious, and too harmful, to be squandered on transportation any more.

On any fixed route, there is no mass transport solution with a better fiscal and environmental profile than electrified transit. This includes rubber-tired trolleybuses and trolleytrucks, which existing trucks and buses can be modified to use; such vehicles can use existing roadway and including bridge infrastructure and can serve areas with densities too low to support rail, at a fraction of the cost.

Combined with appropriate land use and exemplary bicycling and walking provision, the Bay Area can realistically attain a carbon neutral transportation profile within five years of good leadership by pursuing RETS. We cannot continue to pour gasoline and diesel down the drain, and their emissions into our bodies and atmosphere; the choice to recklessly waste this finite inheritance will soon be gone due to price and availability constraints, so beginning now -- the fundamental role of planners -- is essential. Anything less is injurious to all.

Moreover, the transportation network, including its trip origination and destination characteristics, must be reworked to accommodate the new reality we are already beginning to face.

STREETS:

To best mitigate this crisis requires abandoning the sinking ship of expansive, expensive, sprawling roadway infrastructure which are currently chewing up a tremendous portion of our resources and will continue to get worse; and instead, replacing these with long-lasting, permeable pavement solutions exclusively for walking, bicycling and light-weight electric vehicles; and preserving major routes only for limited transit arterials accommodating heavier, electrified vehicles.

Repeat, long-lasting, non-asphalt, human-scale paths must replace most if not all remaining roadways. Absolutely no freeway widenings should occur, even under the guise of assisting transit by adding HOV lanes; it is incredibly short-sighted to continue investing in more trucks and cars (MTC), when the basic economic and environmental realities will force us finally to choose a better way. How hard that choice is depends on quick action today.

HOMES AND BUSINESSES:

#30

Proactive and dynamic policies to assist in reorganization and relocation of current uses will be essential to mitigating this crisis.

CONCLUSION: Abandon the current list of projects and begin at once creating a RETS system for the Bay Area with appropriate roadway and land use support.

FURTHER ASSISTANCE:

I have been actively researching these issues and am happy to collaborate and share my knowledge with MTC. It is truly regrettable that our society, including MTC, did not long ago require appropriate, conservative energy and resource policies regarding transportation and land use.

This is disaster mitigation. Start now.

Thank you,

Jason Meggs

Jason N. Meggs
University of California, Berkeley
School of Public Health
Division of Environmental Health Sciences
50 University Hall
Berkeley, CA 94720-7360

Tel: +1 510 725-9991 (USA)
Tel: +86 136 1172 7511 (China)
Fax: +1 510 642-5815

skype: jasonmeggs

#30

From: Liz Brisson
To: Jason Meggs
CC: MTC info
Date: 4/9/2009 3:30 PM
Subject: Re: Draft 2035 Comments: Regional Electrified Imperative

Jason,

There will be opportunity for public comment at both the Planning Committee and Commission meetings. If you are interested in speaking, fill out a blue speaker card at the beginning of the meeting and submit to the MTC staff person staffing the meeting.

I'm not entirely sure what caused the bounce-back. The email I sent to you was received at the MTC info email address that I cc-ed, but I'm told that the correct email address is info@mtc.ca.gov.

Best,

Liz Brisson
Assistant Transportation Planner/Analyst
Metropolitan Transportation Commission
101 Eighth Street | Oakland, CA 94607
510-817-5794

>>> Jason Meggs <jmeggs@berkeley.edu> 4/9/2009 3:14 PM >>>
Thanks, I just wanted it to be prettier and more clear.

Will there be public comment at the meeting?

Jason

p.s. Is Minfo@mtc.ca.gov a typo? I replied all and it bounced.

On Thu, Apr 9, 2009 at 2:37 PM, Liz Brisson <LBrisson@mtc.ca.gov> wrote:

> Hi Jason,
>
> Unfortunately, the comment period closed yesterday and we're on a
> pretty tight schedule. We are already in progress of printing materials
> for tomorrow's Planning Committee meeting, (where the Planning Committee
> is expected to refer the proposed final plan to the Commission for
> adoption) and will not have time to add in a revised comment letter.
> However, the original version you submitted will be included in the
> public record.
>
> Thanks again for your comments,
>
> Liz Brisson
> Assistant Transportation Planner/Analyst
> Metropolitan Transportation Commission
> 101 Eighth Street | Oakland, CA 94607
> 510-817-5794
>

#30

>
>>>> Jason Meggs <jmeggs@berkeley.edu> 4/9/2009 2:21 PM >>>
> Hi Liz,
>
> Thank you for your thoughtful reply. I'll be glad to pursue those
> additional leads. I am still concerned that this is far too little,
> far too late, particularly projecting to 2035, and relying on local
> solutions with small portions of the total budget is highly
> problematic. We need regional action.
>
> I would like to provide my letter on letterhead and fix a couple of
> typos I noticed before it's forwarded, if that's possible.
>
> Jason
>
>
>
> On Thu, Apr 9, 2009 at 8:48 AM, Liz Brisson <LBrisson@mtc.ca.gov>
> wrote:
>> Dear Mr. Meggs,
>>
>> Thank you very much for your comments on the Transportation 2035
> Plan.
>> Your letter raises concerns with the future supply of petroleum and
>> suggests the Transportation 2035 Plan focus on supporting a
>> transportation network that is not dependent on petroleum.
>>
>> The Transportation 2035 Plan funds many projects in accordance with
>> this goal. In fact, of the \$218 billion in revenue projected to be
>> available over the 25-year horizon of the plan, nearly two-thirds
> (\$141
>> billion) is dedicated to transit projects. While the region's
> entire
>> transit fleet is not electrified, many of the larger operators are
> and
>> those that use petroleum do so much more efficiently than automobiles
> on
>> a per capita basis. The plan also directs much of the new
> discretionary
>> funds anticipated to be available to projects that will facilitate
> the
>> type of behavior change you suggest. This includes the
> Transportation
>> for Livable Communities program, Regional Bicycle Program, and the
>> Transportation Climate Action Campaign (see pp. 42-76 of Draft Plan
> for
>> a description of all regional programs).
>>
>> In addition, MTC, along with the other regional agencies, the
>> Association of Bay Area Governments, the Bay Area Air Quality
> Management
>> District, and the Bay Conservation and Development Commission have
>> launched the Regional Agencies Climate Protection Program. The

#30

>> agencies, through the Joint Policy Committee (JPC), are developing
> and
>> implementing a set of initiatives which the Bay Area can undertake
> to
>> deal with the issues of climate change and global warming. One of
> the
>> initiatives being pursued is to develop a public/private regional
> plan
>> for electric vehicles. The climate change program is still in its
> early
>> stages and could benefit greatly from public input such as yours.
> You
>> can stay up to date on this program at the JPC website
>> <http://www.abag.ca.gov/jointpolicy/index.htm>
>>
>> Thank you, again, for your comments. We will be pass them on to the
>> Commission who is expected to adopt the final version of the
>> Transportation 2035 Plan on April 22, 2009.
>>
>> Sincerely,
>>
>> Liz Brisson
>> Assistant Transportation Planner/Analyst
>> Metropolitan Transportation Commission
>> 101 Eighth Street | Oakland, CA 94607
>> 510-817-5794
>>
>>
>>>> Jason Meggs <jmeggs@berkeley.edu> 4/8/2009 1:12 PM >>>
>> MTC:
>>
>> I am writing to urge you to DRAMATICALLY CHANGE our current
>> trajectory.
>>
>> The current Transportation 2035 Plan does not adequately take into
>> account the dramatic changes in store due to projected rapid
> fall-off
>> of petroleum availability, nor does it adequately steer a course for
>> eliminating carbon emissions. The plan does not account for the
>> economic upheaval and suffering that this looming "perfect storm"
>> portends.
>>
>> A combined approach to these joint problems is essential; we must
> set
>> a strong and bold course for a very different Bay Area.
>>
>> First and foremost, a Regional Electrified Transportation System
>> (RETS) for both human and goods transport must be the first
> priority.
>> Such a system emits essentially no pollution in population centers
> and
>> long-term can be run entirely on electricity from renewable sources.
>>

#30

>> Petroleum is too precious, and too harmful, to be squandered on
>> transportation any more.
>>
>> On any fixed route, there is no mass transport solution with a
> better
>> fiscal and environmental profile than electrified transit. This
>> includes rubber-tired trolleybuses and trolleytrucks, which existing
>> trucks and buses can be modified to use; such vehicles can use
>> existing roadway and including bridge infrastructure and can serve
>> areas with densities too low to support rail, at a fraction of the
>> cost.
>>
>> Combined with appropriate land use and exemplary bicycling and
> walking
>> provision, the Bay Area can realistically attain a carbon neutral
>> transportation profile within five years of good leadership by
>> pursuing RETS. We cannot continue to pour gasoline and diesel down
>> the drain, and their emissions into our bodies and atmosphere; the
>> choice to recklessly waste this finite inheritance will soon be gone
>> due to price and availability constraints, so beginning now -- the
>> fundamental role of planners -- is essential. Anything less is
>> injurious to all.
>>
>> Moreover, the transportation network, including its trip origination
>> and destination characteristics, must be reworked to accommodate the
>> new reality we are already beginning to face.
>>
>> STREETS:
>>
>> To best mitigate this crisis requires abandoning the sinking ship of
>> expansive, expensive, sprawling roadway infrastructure which are
>> currently chewing up a tremendous portion of our resources and will
>> continue to get worse; and instead, replacing these with
> long-lasting,
>> permeable pavement solutions exclusively for walking, bicycling and
>> light-weight electric vehicles; and preserving major routes only for
>> limited transit arterials accommodating heavier, electrified
> vehicles.
>> Repeat, long-lasting, non-asphalt, human-scale paths must replace
>> most if not all remaining roadways. Absolutely no freeway widenings
>> should occur, even under the guise of assisting transit by adding
> HOV
>> lanes; it is incredibly short-sighted to continue investing in more
>> trucks and cars (MTC), when the basic economic and environmental
>> realities will force us finally to choose a better way. How hard
> that
>> choice is depends on quick action today.
>>
>> HOMES AND BUSINESSES:
>>
>> Proactive and dynamic policies to assist in reorganization and
>> relocation of current uses will be essential to mitigating this
>> crisis.

#30

>>
>> CONCLUSION: Abandon the current list of projects and begin at once
>> creating a RETS system for the Bay Area with appropriate roadway and
>> land use support.
>>
>> FURTHER ASSISTANCE:
>>
>> I have been actively researching these issues and am happy to
>> collaborate and share my knowledge with MTC. It is truly
> regrettable
>> that our society, including MTC, did not long ago require
> appropriate,
>> conservative energy and resource policies regarding transportation
> and
>> land use.
>>
>> This is disaster mitigation. Start now.
>>
>> Thank you,
>>
>> Jason Meggs
>>
>> ---
>> Jason N. Meggs
>> University of California, Berkeley
>> School of Public Health
>> Division of Environmental Health Sciences
>> 50 University Hall
>> Berkeley, CA 94720-7360
>>
>> Tel: +1 510 725-9991 (USA)
>> Tel: +86 136 1172 7511 (China)
>> Fax: +1 510 642-5815
>>
>> skype: jasonmeggs
>>
>

#31

From: MTC info
To: Afam Agbodike
CC: MTC info
Date: 4/9/2009 12:20 PM
Subject: Re: Attn: Public Information

Dear Mr. Agbodike,

Thank you for your comments on the Draft Transportation 2035 Plan.

Your concern about the need for different types of service to address the needs of different riders is a valid one, and in a different financial environment the question we posed might not be necessary. The question focuses on what we can afford, and, given the current funding downturn, it becomes necessary to ask whether we can truly afford to sustain, for example, two different rail services through the South San Francisco area. There are many difficult challenges ahead, and we need to start posing some very tough questions.

While the Transportation 2035 Plan commits over 80% of its dollars towards maintenance and rehabilitation of the current transportation system, reduction of congestion on the highways must also be an objective. New legislation (SB 375 and AB 32) is aimed at finding ways to reduce greenhouse gas emissions from cars and trucks. The Transportation 2035 Plan has a multi-pronged approach to reducing congestion, focusing on freeway performance initiatives, improved goods movement, and dedicating only 3% to highway expansion. MTC shares your desire to see increased transit ridership, but must also find ways to focus on climate protection.

Thank you again for expressing your thoughts on the plan. Your comments will be forwarded to the Planning Committee at its meeting tomorrow, April 10. The Final Transportation 2035 Plan is scheduled to be adopted at the Commission's meeting on Wednesday, April 22, 2009.

Pam Grove
MTC Public Information

>>> Afam Agbodike <agbodike@gmail.com> 4/8/2009 1:44 PM >>>
I have a few comments regarding the proposed changes to the 2035 plan.

I am particularly concerned by your comments about and examples of "overlapping routes and services"... at least 2 of the examples you provided:

1. Transbay - BART, AC Transit, Ferry service
2. Peninsula - BART, Caltrain, SamTrans

do not seem redundant at all.

on the Transbay, all 3 of those options serve different local corridors and types of riders.

The AC transit Transbay bus serves those in Alameda and Contra Costa who either don't have easy access to BART, or do not want to take a bus and then transfer to BART or drive to a BART station that has available parking, not to mention that BART parking lots often fill up early, and therefore those that arrive at work later do not have the option of driving to BART. I will agree that Ferry is much less effective for the cost, but even that serves a

#31

different set of commuters than BART or AC Transit.

On the Peninsula it is definitely a stretch to say they are redundant, BART and Caltrain have very different routes through the Peninsula, and have a much different operating principle, Caltrain is commuter rail, and BART is closer to an urban metro system. SamTrans provides feeder service to both.

I am also concerned by the MTCs focus on highway expansion. We do not need more highway lanes, that only causes more people to drive and reduces overall transit ridership. We should be focusing on enhancing transit ridership during commute hours, which would make our highway system more efficient at all times and eliminate the need for more lanes.

Thank you,
Afam Agbodike

#32

From: Ursula Vogler
To: BrooksAllen1@aol.com
CC: MTC info
Date: 4/9/2009 1:35 PM
Subject: Response to Transportation 2035 Comments (Allen)
Attachments: 30b_Allen.pdf

Dear Bill,

Thank you for attending the Joint Advisor Workshop yesterday on the revisions to the Draft Transportation 2035 Plan. Thank you also for your submitted comments (attached) on "zero based budgeting" and the consolidation of Bay Area transit agencies as a means to address transit sustainability. Ensuring the future of Bay Area transit is essential to our region, and therefore is a focus of the revisions to the Transportation 2035 Plan. Your suggestions are appreciated, and your written comments will be forwarded to the Planning Committee at its meeting this Friday, April 10. As you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Again, thank you for your continued participation in the Transportation 2035 process and on the Minority Citizens Advisory Committee. Your involvement is greatly appreciated.

Best regards,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov



Comment Sheet
Joint Advisor Workshop
April 8, 2009

Please use the space below and on reverse to offer additional comments.

- SLIDE 18: SUGGEST DO "ZERO BASE BUDGETING"
TO TRULY IDENTIFY PRODUCTIVITY INCREASE AND
BENEFIT MOST FROM EXISTING SYSTEM.
THIS PRACTICE IF NOT IMPLACE MAY BE AN ASSET
TO ISSUES RECOMMENDED IN SLIDE 7.
IF TO LATE FOR THIS REVIEW, PLEASE CONSIDER IN
FUTURE. OTHERWISE EXCELLENT RECOMMENDATION
FOR REVISION.
- FUTURE POINTS GENERAL BAY AREA PURCHASES
& REGIONAL FARES — A MUST —
FIRST PORTION SUGGESTED BY MICHAEL P.

Name and contact information (optional):

Name: WILLIAM J. ALLEN

Advisory Committee: MCAC

E-Mail: BROOKSALLEN1@SBCGLOBAL.NET

#33

From: Ursula Vogler
To: Myrtle Braxton
CC: MTC info
Date: 4/9/2009 1:33 PM
Subject: Response to Transportation 2035 Comment (Braxton)
Attachments: 31b_Braxton.pdf

Dear Myrtle,

Thank you for attending the Joint Advisor Workshop yesterday on the revisions to the Draft Transportation 2035 Plan. Thank you also for your submitted comments (attached) on transit operating sustainability. Your idea to tie funding to a transit system's productivity is a good one. As well, your observation that increasing fares and cutting service would have a negative impact on transit riders underscores the reason why we would like to squeeze more out of the existing system first when addressing transit operating shortfalls.

Your written comments on these topics will be forwarded to the Planning Committee at its meeting this Friday, April 10. As you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Again, thank you for your continued participation in the Transportation 2035 process and on the Elderly and Disabled Advisory Committee. Your involvement is greatly appreciated.

Best regards,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101-8th St., Oakland, CA 94607-4707
TEL 510.817.5700 | FAX 510.817.5848
TTY/TDD 510.817.5769 | E-MAIL info@mtc.ca.gov

TRANSPORTATION
2035
CHANGE IN MOTION

#33

**Comment Sheet
Joint Advisor Workshop
April 8, 2009**

Please use the space below and on reverse to offer additional comments.

Slide 18 -

2 - Increased fares reduces
ridership -

3 Cutting service impacts
low income + disabled + aged populations.

1 - Best system - This should
include reducing benefits -

Funding from MTC, FEDS + STATE should be tied
to meeting requirements in Slide 18, # 1 -

Name and contact information (optional):

Name: MYRTLE BRAXTON

Advisory Committee: EDAC

E-Mail: MBRAXTON L @ AOL. Com

#34

From: Ursula Vogler
To: Richard Burnett
Date: 4/9/2009 1:26 PM
Subject: Response to Transportation 2035 Comment (Burnett)
Attachments: 32b_Burnett.pdf

Dear Richard,

Thank you for attending the Joint Advisor Workshop yesterday on the revisions to the Draft Transportation 2035 Plan. Thank you also for your submitted comments on the Regional Transit Sustainability Analysis and the performance objectives for the Emergency Management goal in the plan. Both topics are important components of the plan, and your written comments on these topics will be forwarded to the Planning Committee at its meeting this Friday, April 10. As you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Again, thank you for your continued participation in the Transportation 2035 process and on the Elderly and Disabled Advisory Committee. Your involvement is greatly appreciated.

Best regards,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov



Comment Sheet
Joint Advisor Workshop
April 8, 2009

Please use the space below and on reverse to offer additional comments.

1. Good idea about the proposed Regional Transit Sustainability Analysis. It would also encourage the local operators to do their own "sustainability analysis" (i.e. - Vallejo Transit facing bankruptcy and potential unincorporation and how that would affect both bus & ferry ridership.)

2. PERFORMANCE OBJECTIVES for the Emergency Management Goal must include the issue of the SECTION 5310 EMERGENCY management and planning component just put in for the 2009 Application Process (EDAC Emergency Preparedness Subcommittee.)

Name and contact information (optional):

Name: Richard L. BURNETT

Advisory Committee: EDAC

E-Mail: burnett.richard1@gmail.com

#35

From: Ursula Vogler
To: whastings@earthlink.net
CC: MTC info
Date: 4/9/2009 1:40 PM
Subject: Response to Transportation 2035 Comments (Hastings)
Attachments: 33b_Hastings.pdf

Dear Woody:

Thank you for attending the Joint Advisor Workshop yesterday on the revisions to the Draft Transportation 2035 Plan. Thank you also for your submitted comments (attached) on regional transit sustainability, cost forecasting (especially in reference to increases to fuel prices), transit efficiency, and raising revenues for transit. Your suggestions are appreciated, and your written comments will be forwarded to the Planning Committee at its meeting this Friday, April 10. As you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Again, thank you for your continued participation in the Transportation 2035 process and on the Advisory Council. Your involvement is greatly appreciated.

Best regards,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov



Comment Sheet
Joint Advisor Workshop
April 8, 2009

Please use the space below and on reverse to offer additional comments.

- RE: RECOMMENDATION 6 - Yes, MTC SHOULD INITIATE A REGIONAL TRANSIT SUSTAINABILITY ANALYSIS. ~~THE ANALYSIS SHOULD~~ THE ANALYSIS SHOULD INCLUDE AN ASSESSMENT OF FUTURE COST AND AVAILABILITY OF FOSSIL FUELS. FUTURE FOSSIL FUEL PRICE ESTIMATES SHOULD ERR ON THE HIGH SIDE.
- RE: REVISIONS TO REVENUE FORECASTS (RECOMMENDATIONS 1-5)
SINCE YOU ARE REVISING THE REVENUE-SIDE PROJECTIONS, YOU SHOULD TAKE THIS OPPORTUNITY TO ALSO REVISIT THE COST SIDE - AGAIN, FOSSIL FUEL PRICE INCREASES BEYOND THE CURRENT T-2035 DRAFT PROJECTION OF 749/GAL. FOR GASOLINE IN 2035. I THINK GASOLINE AND OTHER FOSSIL FUELS WILL COST MUCH MORE.
- RE: ADDRESSING TRANSIT OPERATING SUSTAINABILITY (SLIDE 18) YOU USE THE WORD "PRODUCTIVITY" AND THAT MAY BE FINE BUT I THINK A KEY CONCEPT THAT NEEDS TO BE APPLIED IS EFFICIENCY
Name and contact information (optional):
Name: W. HASTINGS
Advisory Committee: CAC
E-Mail: WHASTINGS@PARTHLINK.NET

See Reverse

Also re: Slide 27 "Raise New Operating Revenues"

- Yes, maybe pursue a gas tax, but (see no mention of the possibility of congestion pricing or some kind of VMT tax)

Again re: Recommendation 6 (Slide 28)

Is what's stated here the outline of the scope of the analysis? Put another way, will the scope of the analysis be determined in an open process with public participation?

#36

From: Pam Grove
To: dvieiralove@yahoo.com
CC: MTC info
Date: 4/9/2009 1:27 PM
Subject: Response to Transportation 2035 Comment (Love)
Attachments: 34b_Love.pdf

Dear Dawn,

Thank you for attending the Joint Advisor Workshop yesterday and for your comments (attached) on the revisions to the Draft Transportation 2035 Plan. Your comments regarding the need to educate and inform low-income communities regarding transportation issues are well taken. MTC has focused its efforts in many ways during the outreach process for the Transportation 2035 Plan, involving many different low-income and minority communities in discussions on transportation spending last year, and delving once again into the complex issue of equity through many extensive equity analysis meetings. As one of the two low-income representatives to the Minority Citizens Advisory Committee, your role, Dawn, also plays an important part in assisting MTC to better understand and involve the low-income community.

Your further written comments on these topics will be forwarded to the Planning Committee at its meeting this Friday, April 10. As I'm sure you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Again, thank you for your continued participation in the process and on the Minority Citizens Advisory Committee. Your involvement is greatly appreciated.

Pam Grove
Public Information Officer
Metropolitan Transportation Commission
510.817.5706



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101-8th St., Oakland, CA 94607-4707
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TRANSPORTATION
2035
CHANGE IN MOTION

#36

**Comment Sheet
Joint Advisor Workshop
April 8, 2009**

Please use the space below and on reverse to offer additional comments.

I represent the low-income communities and I want to make sure that people in the community are educated in what's going w/ transportation. Some people in the low-income communities may not feel that their voice matters and it does if we develop some kind of plan to develop a forum or focus group. Outreach needs to be done more by other low-income and business as well.

Name and contact information (optional):

Name: Dawn Love

Advisory Committee: MCAC

E-Mail: dvi.cinlove@yahoo.com

#37

From: Ursula Vogler
To: xylu@path.berkeley.edu
CC: MTC info
Date: 4/9/2009 1:39 PM
Subject: Response to Transportation 2035 Comments (Lu)
Attachments: 35b_Lu.pdf

Dear Xiao-Yun,

Thank you for attending the Joint Advisor Workshop yesterday on the revisions to the Draft Transportation 2035 Plan. Thank you also for your submitted comments (attached) on regional transit sustainability on both the funding and operating fronts. Ensuring the future of Bay Area transit is essential to our region, and therefore is a focus of the revisions to the Transportation 2035 Plan. Your suggestions are appreciated, and your written comments will be forwarded to the Planning Committee at its meeting this Friday, April 10. As you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Again, thank you for your continued participation in the Transportation 2035 process and on the Advisory Council. Your involvement is greatly appreciated.

Best regards,

Ursula

Ursula Vogler
Public Information Officer
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700
Phone: 510/817-5785
Fax: 510/817-5848
Email: uvogler@mtc.ca.gov



Comment Sheet
Joint Advisor Workshop
April 8, 2009

Please use the space below and on reverse to offer additional comments.

(slides 18)

- A. Comments on 3 basic strategies to transit shortfall:

1. Increase productivity

2. Find new revenue, but not higher fares

3. Improve services, instead of "cut service".

- B. Recommendation 6: (slides 26)

1. It is critical plan and operate transit as single network,
ignore jurisdictional lines → integrated system.

5. Improve BART Travel time and capacity by building
by-pass lines to allow direct services between some points.

6. This point can be taken care of if the system is integrated.
We noticed duplication of services in Airport ground access planning which
should be eliminated.

- C. Not to put too high expectation to HOT Lane revenue, in a
short time period at least.

Name and contact information (optional):

Name: Xiao-Yun Lu

Advisory Committee: Advisory Council

E-Mail: xylu@path.berkeley.edu

#38

From: Pam Grove
To: okuzumi@silcon.com
CC: MTC info
Date: 4/9/2009 1:29 PM
Subject: Response to Transportation 2035 Comment (Okuzumi)
Attachments: 36b_Okuzumi.pdf

Dear Margaret,

Thank you for attending the Joint Advisor Workshop yesterday and for your comments (attached) on the revisions to the Draft Transportation 2035 Plan. At the workshop, Therese McMillan responded to your questions about the financially-constrained portion of the plan and HOT lane revenues. She commented on the need to remember that the regional transportation plan is updated every four years, giving us a chance to make refinements and address changes that will undoubtedly occur in the region's financial and ridership picture.

Your further written comments on these topics will be forwarded to the Planning Committee at its meeting this Friday, April 10. As I'm sure you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Again, thank you for your continued participation in the process and on the MTC Advisory Council. Your involvement is greatly appreciated.

Pam Grove
Public Information Officer
Metropolitan Transportation Commission
510.817.5706



Comment Sheet
Joint Advisor Workshop
April 8, 2009

Please use the space below and on reverse to offer additional comments.

How can a more than \$3 Billion transit operating shortfall
for Santa Clara Cty/VTA be considered financially constrained?

Ditto for > \$8.5B ^{transit operating} shortfall for the region?

The HOT lane revenues come late in the timeframe. How
does that impact financing for the ^{Santa Clara Cty.} Measure A projects? Also
I'm concerned that the HOT lane revenue is overstated and
speculative. It would assume \$1 million/day would be collected.

People have a choice to not pay, whereas tolls on bridges are paid
by captive audiences on multiple lanes at all hours. So I am skeptical
the HOT lane revenue is any more real than the ^{non-existent} "operating profit" of

the BART-SFO extension ~~for~~ that was to go for Warm Springs. Furthermore,
any HOT lane revenues ^{that do exist} need to go toward transit operations ~~rather~~ ^{in the corridor,}
rather than transit capital without close corridor nexus. The only exception would be
Name and contact information (optional): if no transit service existed in the corridor, in

Name: Margaret Okuzumi

Advisory Committee: MTC AC

E-Mail: okuzumi@silcon.com

which case capital investment would be
appropriate. → see reverse for
more comments

Re "redundancy" of ^{transit} services - BART in Transbay corridor is expected to reach capacity in the next few decades, and AC Transit is projecting they need more capacity, hence the need for the Transbay Terminal - ~~so~~ they also serve different origin-destination points - yet would you consider this "redundant"? Low-income riders often choose the bus over rail due to cost. So if you eliminate bus service to force people to take higher-cost rail there are equity impacts. MTC is being complicit in helping VTA advance the BART extension at all costs, just to keep it in the RTP for a few more years. ~~not~~ The likely result is BART to Milpitas and massive pain for Santa Clara County bus riders.

#39

From: Ursula Vogler
To: Craig Yates
CC: MTC info
Date: 4/9/2009 1:25 PM
Subject: Response to Transportation 2035 Comment
Attachments: 37b_Yates.pdf

Dear Craig,

Thank you for attending the Joint Advisor Workshop yesterday and for your comments on the revisions to the Draft Transportation 2035 Plan. At the workshop, Therese McMillan and Doug Kimsey responded to your questions/comments about the source of SMART Train funds and the amount of funds going to the Lifeline program. Your written comments on these topics will be forwarded to the Planning Committee at its meeting this Friday, April 10. As you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Again, thank you for your continued participation in the Transportation 2035 process and on the Elderly and Disabled Advisory Committee. Your involvement is greatly appreciated.

Best regards,

Ursula

Ursula Vogler
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Comment Sheet
Joint Advisor Workshop
April 8, 2009

Please use the space below and on reverse to offer additional comments.

- ① 22001 SMART operations FUNDED w/2035 FUNDING?
VOTER IN MARIN TOIDTAI TAXATION NEEDED FOR
operations! SINCE MTC DIDN'T FUND operations
MTC FUNDED CAPITAL FUNDS "ONLY"?
WHY NOW IS 22001 FUNDING 2035 > operations FORSAKE
MARIN VOTERS + SONOMA WERE FOOLED BY TAX
MEASURE!
② Bikers > population 2%
Life line > population 67-72% + w/ BABY BOOMER GROWING
WHY ON EVERY PAGE OF 2035 PROJECTS B
COUNTRIES RELATES GREATER BUDGET
OVERALL 2.5-4 X FOR EVERY \$1.00 FOR LIFE/LINE?
WHY > ALSO UNDER LINING BUDGET FOR BIKERS
SAFE ROUTES TO SCHOOLS?

Name and contact information (optional):

Name: CRAIG THOMAS YATES

Advisory Committee: EDAC

E-Mail: CRAIG.YATES@SBEGLOBAL.NET

#39

From: Ursula Vogler
To: Craig Yates
CC: MTC info
Date: 4/9/2009 2:15 PM
Subject: Re: Response to Transportation 2035 Comment

Thank you for your involvement, Craig. We appreciate it!

Ursula

>>> Craig Yates <craig.yates@sbcglobal.net> 4/9/2009 2:04 PM >>>

Thank you Ursula; I do appreciate all the long hours and devotion you all put into this as well issues in general.

SMART:

After the meeting, I sent out for a meal during this time I read back page of the outline of 2035 funding for each county. Small print bottom of page Marin County:

Items marked as #1 & 2; seems a good amount of funds were allocated prior to designation in 2035 plan.

My real time concern is SMART and how the Voters were fooled by stating the tax measure needed for 100% operations. That all funds from MTC were for development capital, not for operations. The line item on first page states "Operation Funds"!

Lifeline:

Listen to Doug, stating 300 was added prior SO TOTAL TO DATE IS \$700; there still so many deep seeded pockets of funding for bikers; we need to bring into life line bikers or separate out from life line Disabled & Seniors for separate line item.

As you know; first development 2030 EDAC convinced then MTC to bring up from 86 to 225 for allocations in Lifeline. Then at that time bikers were \$200.

Baby boomers such a myself will bring about a greater influx into 2035 in time of 5 years with out a doubt.

I need not be controversial with bikers, but "UNION" of funds to be set in place for universal designs for entire communities.

Thank you;

Craig

PS: Great tuna salad sandwiches. Breakfast item for EDAC?

#39

From: Ursula Vogler <UVogler@mtc.ca.gov>
To: Craig Yates <craig.yates@sbcglobal.net>
Cc: MTC info <Minfo@mtc.ca.gov>
Sent: Thursday, April 9, 2009 1:25:37 PM
Subject: Response to Transportation 2035 Comment

Dear Craig,

Thank you for attending the Joint Advisor Workshop yesterday and for your comments on the revisions to the Draft Transportation 2035 Plan. At the workshop, Therese McMillan and Doug Kimsey responded to your questions/comments about the source of SMART Train funds and the amount of funds going to the Lifeline program. Your written comments on these topics will be forwarded to the Planning Committee at its meeting this Friday, April 10. As you know, the Commission will taken action to adopt the Final Transportation 2035 Plan at its meeting on Wednesday, April 22, 2009.

Again, thank you for your continued participation in the Transportation 2035 process and on the Elderly and Disabled Advisory Committee. Your involvement is greatly appreciated.

Best regards,

Ursula

Ursula Vogler
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**Transportation 2035 Public Involvement
Record of Oral Comments From the
April 8, 2009 Joint Meeting of MTC's Advisory Committees**

Advisory Council

Cathy Jackson, Chair
John Cockle
Paul Cohen
Angela Columbo
Rita Foti
Mary Griffin
William Hastings
Rich Hedges
Sherman Lewis
Xiao-Yun Lu
Eli Naor
Margaret Okuzumi
Michael Pechner

Minority Citizens**Advisory Committee**

James McGhee, Chair
Bill Allen
Dustin Daza
Raphael Durr
Dawn Love
Carlos Romero
David Rosas

Elderly and Disabled**Advisory Committee**

Joe Bischofsberger
Myrtle Braxton
Richard Burnett
Dolores Jaquez
Marshall Loring
Marc Roddin
Craig Yates

Also Present

Charlie Cameron

MTC Deputy Executive Director Therese McMillan reviewed the proposed revisions to the Draft Transportation 2035 Plan (as was presented at March 25, 2009 Commission meeting), outlining seven (7) specific recommendations for comment.

ADVISOR COMMENTS AND QUESTIONS

Craig Yates – Asks about use of funds for SMART service in Marin County. Is funding for operations? Also questions two specific project entries in Appendix 1 (# 22247 and 22423). States that Regional Bike Program (\$1 billion) funding is 2-1/2 times higher than Lifeline project funding (\$400 million). Lifeline program is critical to a much larger group of people than the bicycle program.

Mike Pechner – Surprised that regional rail is not mentioned. He described several scenarios under several assumptions to make the point that multiple agencies, or one consolidated agency, buying similar types of buses or rail cars could get a reduced cost per unit. Could get a lower bid for hybrid buses and also reduce costs and significantly reduce use of fossil fuels. We absolutely need to consolidate the entire Bay Area transit agencies in order to do this/reduce operating budget. The whole point in addressing sustainability has to be to go in this direction of consolidation. GGT and other bus operators should feed the rail systems, not compete with them. Also, on the gas tax issue -- need to try to get that through.

Rich Hedges – The reduction of revenues from \$226 billion to \$218 billion is probably less than we're going to see in pure revenue (based on income, etc); believes that the Advisory Council subcommittee on transportation & land use would probably agree with all of the MTC assumptions. Being someone who has taken part in merging smaller local unions into regional ones, we are going to have to find a way to get this done so all parties are happy, but that's going to be expensive. Also, how will we deal with regional measures enacted by local voters to create additional agencies to oversee local funds – how do you get around those?

Dolores Jaquez – What about the federal government -- is there any way to get them to kick in for transit/paratransit?

John Cockle – Recommendation #6 definitely needs to be incorporated; it's timely. Likes the idea of putting service cuts last on the list. He suggests adding another bullet point: identify some way to solve issues of jurisdictional lines – consider where you can consolidate. It's possible we now have the need for a regional transit agency like MTA or Chicago. Maybe this is the time to grab a hold of that idea, take the bold step and go forward with it. See where it goes.

Marshall Loring – In assessing what's needed for transit, you might fool yourselves looking only at present ridership patterns. There is an appalling ignorance about what's available, how to use it, and what it can do for individuals. What is the real POTENTIAL ridership? Transit ridership could increase with a public education campaign.

Cathy Jackson – Analysis is a good way to go. Asks if there will be an RFP or will work be handled in-house? It is an opportunity to gain information from the public and increase participation. Will this be one of its purposes?

Margaret Okuzumi – The streamlining that VTA did had a human cost: service was cut (mentioned service cuts for seniors and evening service). How is it considered a financially constrained plan when there are such high deficits with transit operations? Also, HOT lane revenue expectations are ambitious; everything must go perfectly to get that revenue from those lanes. Is MTC taking that into account?

Paul Cohen – He is familiar with the General Plan process – as soon as it's blessed, people treat it like it's cast in stone. When you have new information, you go back and make changes. Regarding consolidation, he would second previous comment about union structures and difficulty with consolidations. Very difficult when you're asking elected boards to give up power. There needs to be a strategy from above telling them you will do this. How is it that VTA's numbers are so radically different (between prior shortfall and new shortfall)? What happened? Were they wrong before?

Carlos Romero – Seven slides are dedicated to the transit revenue/sustainability piece. He agrees there's a real issue on whether HOT projections are going to work (or materialize). To a certain degree he agrees with pricing commodities to what they actually cost and their effective externalities, and maybe HOT goes there. But he finds it problematic that MTC would hold back a \$4 billion amount when MTC has decided in concept to allocate \$2 billion (from same HOT fund source) to a capital cost (BART extension), and then for MTC to show we have a massive shortfall in transit operations yet never mention those \$4 billion as potentially going to fill those operating deficits. If we really want to make HOT work not just for people in Lexus vehicles but for people displaced from freeways, need to reallocate the money to transit operations budgets for them to improve and increase their services, otherwise, it will be a negative impact.

Rich Hedges – Congratulates MTC for verbalizing the recognition of integrating the system. Recommends using every county's LAFCO (Muni and San Mateo County, for example) to set up an agency with equal number of board members over two counties; and make it loose enough so you can add other counties over time. This may be a way to get the consolidation started.